WHEN H.M.S. 'GRENVILLE' PUT OUT TO SEA FOR THE LAST TIME

Here in the wintry sunshine the "Grenville" steams out across the North Sea on the voyage from which she never returned. On the right can be seen one of her rubber life-saving rafts. Like many an earlier ship of the Royal Navy, she was named after Sir Richard Grenville, the old Elizabethan sea-dog who fought the Spaniards so gallantly in the "Revenge." Her sister ships, "Hardy" and "Ingleffeld," are also named after admirals.

Photo, Associated Press: exclusive to THE WAR ILLUSTRATED

'Non-intervention' Helps the Finns to Resist

While winter still cries halt to the Red Army's millions, Finland successfully fights back at the invader. She has been helped by the latest version of "non-intervention," but if she is to endure to the end much more will be required of her well-wishers.

After two months of war the Finns were still holding the masses of the Red Army at bay along the whole front from the Petsamo sector to where the Mannerheim Line touches the frozen waters of the Gulf of Finland. From time to time the roar of battle was heard in the snow-filled forests, but neither here nor there did the Russians achieve any real success. Only in the far north did the invaders even manage to retain most of the territory which they had occupied in the earliest days of the war, and here their comparative success was due to the open nature of the country.

Everywhere else their slow-moving columns, their long lines of tanks and motorized units were immobilized by the bitter weather, or brought to grief by the unceasing attacks of the Finnish patrols.

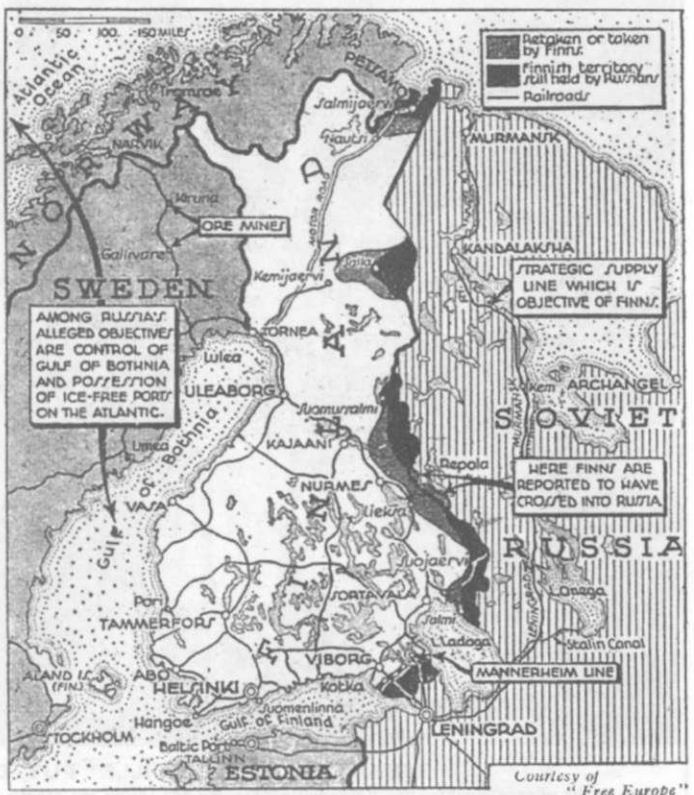
Whether the Russian tanks would have been more successful under different weather conditions is a moot question; certainly in this Arctic war they made a very poor showing. The Finns claimed, and there was no reason to doubt their claim, that a total of 500 Soviet tanks had been captured or put out of action since the war began. The losses incurred by the Red Army were on a proportionately large scale. Up to the middle of January a conservative estimate made by a neutral observer was that the Russians had lost 100,000 men, half of whom had been killed in action or frozen to death, while the rest were incapacitated by wounds or frostbites. The same observer put the Finnish losses at but 6,000, including 1,200 dead.

However unsuccessful on land, the Russians possessed an enormous superiority in the air, which for a time they continued to exercise to the full. Far behind the fighting zone the towns and even the little villages of Finland were raided again and again by the Red bombers, and the flames of the burning towns and homesteads illumined the sombre skies of winter.

By now there was not even a pretence that the Red airmen were seeking only military objectives. Thus Sir Walter Citrine, head of the British Labour mission of inquiry which arrived in Helsinki on January 25, stated in a press interview that it seemed certain to him from what he had seen of the devastation caused by the bombs at Abo (Turku) that "their bombers have primarily concentrated on demoralizing the civilian population. Not a single place that we saw which had been hit at

A Finnish soldier, operating an automatic rifle, rolls on his back to take a new clip of cartridges from the ammunition carrier. Their white overalls render the men almost invisible in the snow.
Photo, Planet News

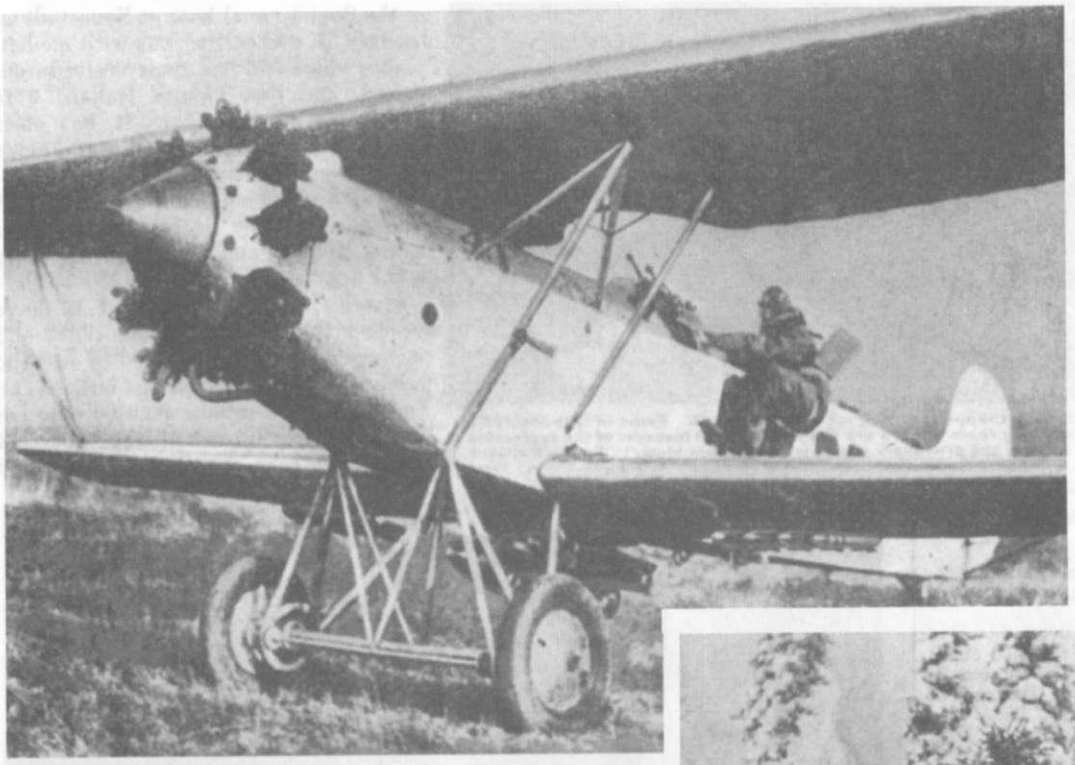
This Canadian volunteer in Finland is receiving treatment for frostbite at the hands of a Finnish "Lotta" nurse. Strange to say, the best treatment is the application of snow!
Photo, Planet News



This map tells at a glance the tale of Russia's campaign of aggression in Finland. It will be seen that not only has the progress of the Red Army been slight, but it has lost much of its early gains.

Courtesy of "Free Europe"

Finland Needs 'Planes and Still More 'Planes



The Finns have been handicapped in their resistance to the Red Air Force by the fact that they are lacking in modern warplanes. Here a Finnish airman is climbing into the cockpit of his bomber—not of the latest type.

Below, a Finnish soldier is camouflaging a Russian aeroplane, near Suomussalmi, with trees, so that it cannot be seen from the air and bombed by its own Army. The reason is that the engine is intact and can be used again by the Finns.

Photos, Planet News

These keen young Finnish airmen (above) are typical of those who have put up such a magnificent fight against the vastly superior air power of the U.S.S.R. They are studying a map before an attack upon points of military value behind the Russian lines.

Some help is coming from the United States, and (right) some of the first of 44 Brewster monoplanes released by the American Navy are being unloaded from trucks on the quayside in New York for dispatch to Finland. Single-seaters with a speed of over 400 m.p.h., they must be very useful to the Finns.

Photos, Keystone and Planet News

Some of War's Incidentals in an Epic Struggle

Red propagandist material is among the spoils of war taken by the Finns. Some of it is decidedly naive, e.g. this banner whose wording reads: "We are not afraid of the menaces of the aggressors and are ready to reply to the blow of the provokers of war with a double blow." To the Russians the Finns are the aggressors! *Photo, Central Press*

Finnish Leaflet Dropped over Russian Lines

Front

THE Red chiefs and the Political Commissars are throwing you into the arms of an icy death.

We give you this advice—this is how you can save yourself. Destroy the Red chiefs and the Political Commissars and let yourself be taken prisoner. That is what thousands of your friends have done, and have thus escaped death.

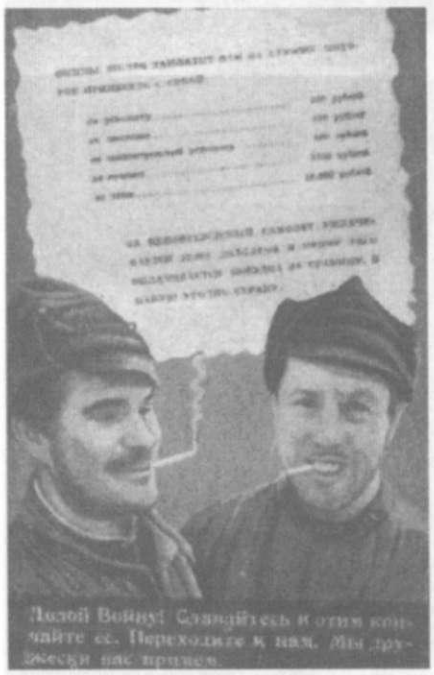
Back

THE Finns pay generously for the arms you bring them.

For a revolver	100	*roubles*
„ „ *rifle*	150	„
„ „ *automatic rifle*	400	„
„ „ *machine-gun*	1,500	„
„ „ *tank*	10,000	„

For *an aeroplane* in good condition we pay 10,000 *dollars*, and, moreover, we will pay the passage of the pilot who brings it to us to any country he wishes.

Down with war! Surrender and cut short this war. Come in our camp and we will treat you as friends.



The Finns have dropped thousands of leaflets on the Russian lines; here is one of them. A translation of the text is given in the panel.

Sitting beneath a captured portrait-banner of Stalin, these Finnish officers are deriving much amusement from the "How to Ski" manuals, consisting of 277 pages, which were found in the transport wagons captured following the great Russian defeat near Suomussalmi. Judging from the clean appearance of the books, the unfortunate Reds had not had the opportunity of perusing them.

on the Soviet naval base at Kronstadt on January 22 was carried out with modern 'planes which had just been received from abroad, and that twenty Italians were among the pilots. Thus it was clear that that kind of unofficial war known as "non-intervention" was being practised in Finland on the lines which had been perfected by Italy and Germany on the one side and Russia on the other in the Spanish Civil War of 1936–1939.

America, too, was believed to have supplied the Finns with munitions, and to have granted them credits for the purchase of war material, but, as an American commentator pointed out, her contributions were not on the scale that might have been expected from the fact that Finland was the only one of America's debtors in the Great War which had a clean sheet so far as her war debt payments were concerned.

Most of the assistance which was forthcoming came from Britain and France, which had already a first-class war on their hands, and Sweden. The latter, indeed, was only held back from armed intervention by fear of Nazi Germany. "Finland's cause is ours," said the Swedish Foreign Minister, M. Guenther, on January 26; "it finds a ready response in every Swedish heart. The Swedish people is unanimous in claiming that everything which can be done

Abo was a military objective, but we saw many places where workers' houses had been destroyed completely."

As January wore on these air attacks became spasmodic but sufficiently terrible, for direct hits were scored on a Finnish field hospital, 23 out of 30 patients being killed, and on a hospital near Rovaniemi, in which the casualties were 12 killed and 55 wounded.

Now, however, Finland began to hit back, and it was more than suspected that she had received a number of bombing 'planes from overseas, particularly from Italy and from Britain; it was openly stated, indeed, that the audacious attack

Frostbite and Reds are Both Their Enemies

The Finnish soldiers wear two forms of mask. Here is one in a woollen mask, a protection against frostbite, while his neighbour has donned a gas mask so as to be prepared for so unpleasant an eventuality as the use of poison gas by the enemy.

should be done to help the Finnish people." Sweden was not at war, but officers and men of the Swedish army were given leave of absence, and officialdom turned a blind eye to the fact that they forthwith proceeded to cross the frontier into Finland. By the end of January several hundred Swedish volunteers were actually in the front line side by side with their Finnish comrades, and supplies of money and war stores were poured over the border. It also became known in Stockholm that the first Swedish flyers had been shot down by Russian 'planes.

Despite these evidences of help from several quarters, it became ever more obvious that, if Finland were to be saved, help on a far larger scale and of a much more vigorous character would be absolutely necessary. Every day that passed brought spring nearer—spring, when Finland's most effective and successful ally, General Winter, would have to withdraw his forces from the field and leave the Finnish roads and tracks open to the march of the endless columns of the Red invader. So successful had been the Finns in the war to date that their very successes were likely to prove their undoing, as their sympathizers in the outside world felt that nothing more was required of them than sympathetic words. However inefficient the Red Army commanders, however foolish their plans of battle, however doubtful the Russian morale, Russia possessed inexhaustible supplies of men who, as history has proved time and again, can fight with the most dogged bravery even when most indifferently led. The melting snows of spring must smooth the path of the Red Army hordes, and before the onset of these hordes Finland must go down, unless——

These Finnish soldiers are at the head of a trench from which reconnaissance parties start out. They are wearing white clothing, an even more effective camouflage in snow than is khaki in mud. Neither Finns nor Russians as a rule wear steel helmets. *Photos, Planet News and Sport & General*

What is the Truth About the Red Army?

Since the opening of December the Red Army has been fighting in Finland, and, what with the weather and the spirited defence, has made but a poor showing—so poor, indeed, that many have asserted that this much-advertised creation of the Soviet is but a giant with feet of clay. This article is an attempt at an unbiased evaluation.

SOVIET Russia has the largest army in the world. At the end of 1938 it was estimated that, including trained or partially-trained reserves, it amounted to 18,000,000 men. Since 1934 it has been transformed from a local and territorial militia into an army with a permanent establishment of 1,300,000 men. Then, in September 1939, compulsory service was instituted throughout the U.S.S.R., and since January 1 of this year every man is liable for service in the Red Army without distinction of race, nationality, rank or creed. Previously, it may be mentioned, only "workers" were called to the colours, i.e. those whose political beliefs were beyond suspicion. The annual intake is now about 800,000 men.

The Red Army is young in that it dates officially from 1918, but its history, though short, has been by no means uneventful. Called into being and hammered into shape by Trotsky when he was Commissar for War from 1918 to 1925, it was the instrument whereby the Bolsheviks crushed the White counter-revolution and defeated the Poles. In those days it was ultra-democratic, as befitted the army of the world's one and only Communist State; its officers, for instance, wore the same uniform and shared exactly the same life as their men. There came a change, however, following the introduction of a number of German military specialists and instructors. What the newcomers regarded as excessive fraternization between officers and men was discouraged, and the distinctions of rank and good conduct were introduced afresh. All the German instructors were withdrawn by Hitler as soon as he came into power, but the officer class which they had created continued to flourish until in 1937 Stalin saw in it a menace to his regime and purged it in the most brutal fashion. Thousands of senior officers were dismissed, many faced the firing squads, and many, too, committed suicide. Henceforth the soldiers of the Red Army had to take a dual oath to serve not only their military officers but the political commissars who were introduced into the regiments to watch over the political morale of officers and men alike.

Here are some of the many field guns captured from the Russian Army by the Finns during the first five weeks of the war. Much of the Red light artillery is still horse-drawn.

Such a photograph as that above, taken in January 1940, casts a remarkable light on the technical equipment of the Red Army. An ancient vehicle has been adapted for service as a mobile wireless receiving and transmitting station. A Finnish soldier is looking with pardonable curiosity at this example of Red Army equipment that is included amongst the spoils of war.

Photos, Planet News

At the head of the Soviet Army is Marshal Klement Voroshilov, who, after many years as a revolutionary organizer in the days of the Tsar, won distinction as a commander during the civil war, and since 1925 has been People's Commissar for Defence and President of the Revolutionary Military Council of the U.S.S.R. Among his principal associates are Marshal S. M. Budenny, now aged 83, who was once a private in the Tsar's army and won many a fight during the civil war as a cavalry general, and L. Mekhlis, who is Assistant Commissar for Defence and Political Leader of the Red Army. Budenny is a cavalry man of the old school, whose idea of warfare is waving sabres and jingling spurs, and Mekhlis has been described as a typical shady police agent. But Voroshilov

Types of Men Russia Has Flung Into the Fight

The two soldiers above and right are typical of the men who compose the Red Army. When they were taken prisoners by the Finns they had no idea of what they were fighting for.
Photos, Associated Press

enjoys a reputation for ability, and is believed to be popular not only with Stalin and the members of the Kremlin circle, but with the officers and men of the Red Army. As Commissar for Defence for the last fifteen years, he has been responsible for the successive reorganizations to which the army has been subjected, and no one has emphasized more strongly its size and up-to-date equipment.

Concerning the latter it is very difficult to get at the real facts, because the descriptions are so apt to be coloured by political prejudices. It is said that in the years 1935–1938 the Red Army doubled the number of its modern weapons of offence, and that towards the end of the period it had between 15,000 and 20,000 tanks, all made in Russia itself and driven by Russian oil from Baku. Artillery and machine-guns are also said to have been constructed on the same lavish scale. Machines are useless without mechanics, and the great majority of the Russian soldiers are peasants and have not the slightest understanding of machinery.

The mechanized sections of the Red Army have proved of little use in the campaign in Finland, though observers have stated that the tanks and tractors were good in themselves but were put out of action by the terrible weather. As for the Russian soldier, there is no reason to suppose that he is fighting today any less bravely than did his father in the battles of 1914–1918, who sometimes had to go over the top, armed with nothing more than a knife and a stick against an enemy equipped with all the latest weapons of destruction. But now, as so often in the past, he is being forced to pay the price of political corruption and military inefficiency.

Above, right, is Marshal A. I. Jegorov, who as a leading member of the Red Army Staff was largely responsible for the plans for the "blitzkrieg" against Finland that failed because, among other things, it did not take into account the tenacity and bravery of a free people.
Photo, E.N.A.

The men of the Red Army captured by the Finns are always hungry, for the mechanized transport of Russia has failed badly. Above, left, a Soviet prisoner is greedily chewing a piece of bread. Right is Captain M. Grunov, now said to be operating against the Finns, who was in command of the propaganda aeroplane "Maxim Gorki."
Photos, Associated Press and E.N.A.

Men of the B.E.F. Smile at Winter's Rigour

Wintry conditions on the Western Front may have put a stop to military offensives, but they have not hindered the training of the B.E.F., men of which are seen above at revolver practice.
Photo, P.N.A.

In spite of severe weather conditions, the R.A.F. personnel in France keep cheerful, and the "Grosvenor House Orchestra," seen in the photograph above, is a cure for "blues," whether produced by the cold or otherwise.

Hospitals and Casualty Clearing Stations in France are equipped and ready for any emergency, but so far they have, happily, had to deal with more cases of sickness than of wounds. Above left, is one wounded man of the B.E.F. in very capable hands. Bottom photograph, an R.A. Battery on the Western Front is undergoing routine drill to maintain its high standard of efficiency.
Photos, British Official: Crown Copyright

When It Was All Frozen On the Western Front

All the villages and towns for some distance behind the line were evacuated on the outbreak of war, but they are now finding new inhabitants. Here a contingent of British troops is arriving in one of the evacuated villages, where they will find comfortable quarters. Note the camouflaged netting to veil the movements of men and vehicles, and the device on the lorry which will remind "old soldiers" of the divisional signs of the last war

Photo, British Official: Crown Copyright

Round the Compass in the 'War of Nerves'

Now that winter is in full blast, spring cannot be far behind—and with spring will come, so we are assured, Hitler's "Blitzkrieg." Meanwhile, as this chapter relates, the "war of nerves" goes on, sometimes with amusing incidentals enough.

"CHANGEABLE, dissembling, full of contradictions, uncertain"—that is Adolf Hitler's character as read by M. François-Poncet, who was France's Ambassador in Berlin up to the outbreak of war.

"The same man," continues M. François-Poncet—the quotation is taken from the French Yellow Book—"with the debonair aspect, with a real fondness for the beauties of Nature, who discussed reasonable ideas on European politics round the tea-table, is also capable of the worst frenzies, of the wildest exaltations and the most delirious ambitions.

"There are days when, standing before a globe of the world, he will overthrow nations, continents, geography and history, like a demiurge stricken with madness. At other moments he dreams of being the hero of an everlasting peace, in which he would devote himself to the erection of the most magnificent monuments."

This, then, is Adolf Hitler, the man upon whose word, whose whim or fancy, Europe and the whole world wait. We may say this even when we remember what Carlyle with his hero worship sometimes forgot, that great men not only make history but are themselves made by it. Just as the Napoleonic wars were due to the ambition of one man, just as the Great War was launched by a prancing Kaiser in "shining armour," so in 1939 Europe was precipitated into the abyss of war because of the strange patterning of the brain cells of Schuecklgruber's son.

Hitler wanted war when he could have had peace. At Munich he was given more, far more, than he had originally dared to ask. But, so it appears to an American journalist, Mr. Chamberlain outplayed him and made him wait for his war until Britain was more ready. On September 3, 1939, Hitler had his will.

Yet, having got his war, he does not seem to know what to do with it. To rush through Poland was easy; to deal with France and Britain whose forces every day grow stronger, and soon will surpass, if they have not already surpassed, his own, is a very different matter, one requiring high courage, firm resolution, clear thinking, and prophetic insight. And that the Fuehrer does not possess these things is obvious from the fact that, when the war is already five months old, he fumbles irresolutely and his mouth is filled with bluster and vain things.

Many are the danger-points in the European scene if we may believe the rumours and reports which constitute so largely the "War of Nerves." Some of the most important "possibilities" are indicated on this sketch map. *Courtesy, "The Daily Mail"*

How else can we explain the constant changes of policy, the threatenings to attack here or attack there? One day it is Belgium, or more probably Holland, which will feel the weight of Nazi aggression; Holland would make such a splendid jumping-off ground for the Nazi raiders. But at the first suggestion of invasion the Dutch, to use Mr. Churchill's picturesque phraseology, "stand along their dikes as they did against the tyrants of bygone days," and Hitler thinks again. The advance through Switzerland might offer possibilities, but "the hardy Swiss arm and man their mountain passes." Scandinavia is threatened, and yet, despite all that Berlin may think and do, a stream of Swedish volunteers and convoys of raw material pour unceasingly across the frontier into Finland; and even little Denmark, nearest of near neighbours though she be to Germany, declares that, if invaded, she will fight to the last. Then the bombardment of menaces shifts to the south-east. It falls on Hungary, but soon the barrage rises until all the fire is concentrated on Rumania, beneath whose soil lie rich deposits of that oil without which the war machine cannot function.

But Rumania has not only a great army but powerful friends, and so, suddenly, the direction of the Fuehrer's threatenings is once more reversed, and it is France and Britain—particularly Britain—who become the targets of his bombast. Most fantastic ingredients go to the making of the soothing syrup which the Nazi propagandists ladle out to their unthinking dupes. There is talk of Hitler's "modern magic," and the credulous Germans, unable to check what they are told by contact with the outside world, listen hopefully to the story that German physicists have invented a method of freezing England into an ice block, and have discovered a new soporific gas which will send Britain to sleep for a fortnight, during which time the Nazi armies and airmen will be busily engaged in taking over the British Isles and all that in them is. . . .

Calling the Dictators' Bluff

Hitler's companion in totalitarian crime would seem to have been infected by the Fuehrer's indetermination. Moscow rivals Berlin in the variety of its threats and in the littleness of its performance. Up to a few weeks ago the Red Army was loudly advertised in the press, on the air, and on the cinema screen, to be ready to march north, east, south, or west—wherever "our beloved Stalin" saw fit to direct. But the Red Army seems to be as ready and as well equipped for war as that French army which the Minister of War assured Napoleon III was ready "to the last gaiter button." Sedan proved that quite a lot of the gaiter buttons were missing from the French equipment, and Finland is proving much the same thing with regard to Stalin's vaunted forces. So poor has been its showing, indeed, that the Rumanians breathe a little more easily when they think of Bessarabia, and in the Near East, in Turkey and Syria, in Irak and Iran, and far away in those mountain passes where Britain's army in India is always on active service, Stalin's threats keep few men awake of nights.

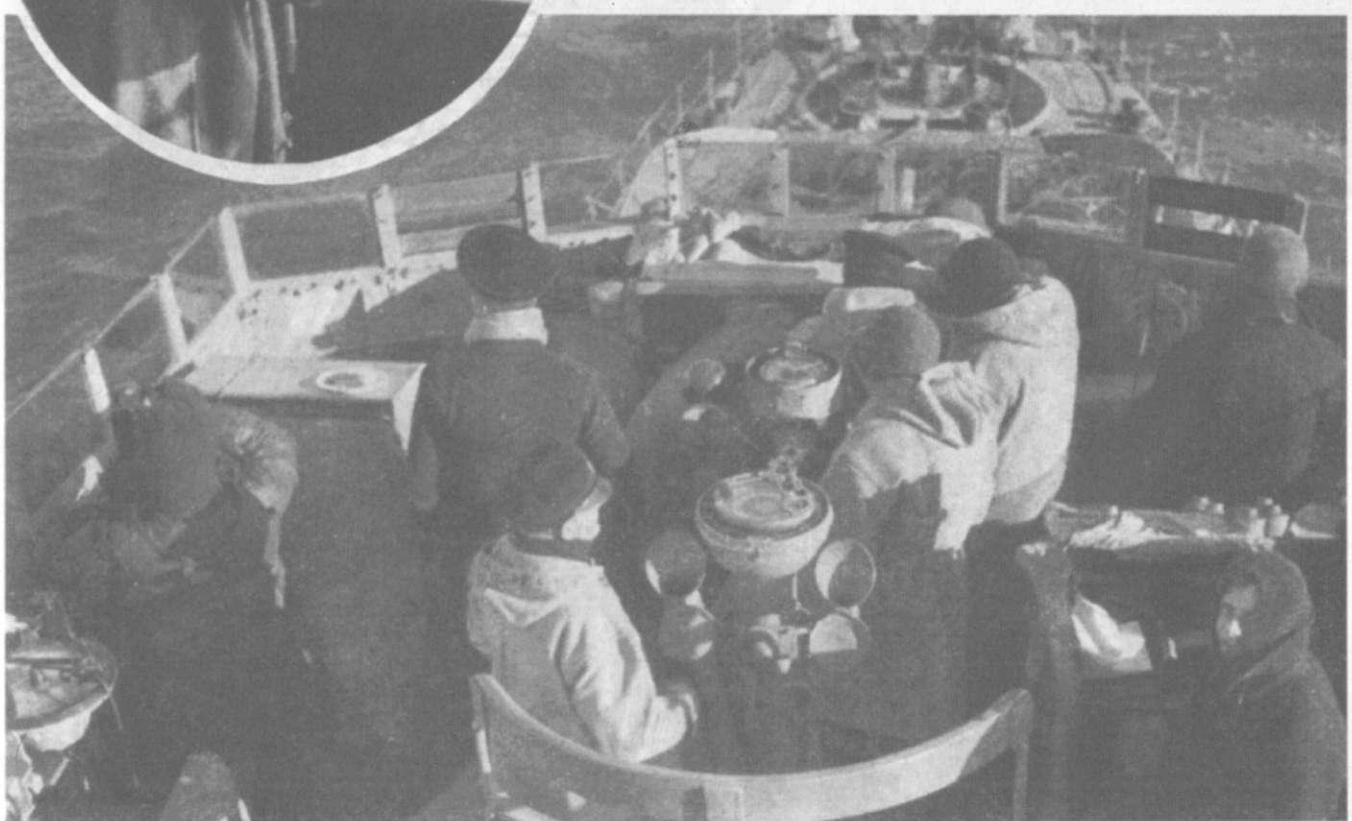
So the "war of nerves" goes on, and it goes on despite Dr. Joseph Goebbels' insistence that there is no such thing. "The whole German people," said the Reich Minister of Propaganda on January 19, "are waiting with faithful patience for the decisive hour, and they know well that this hour will strike."

Strike indeed it will, but can they be quite sure that the Fuehrer knows when?

Tragic Last Voyage of H.M. Destroyer 'Grenville'

Only a few days after the photographs on the right and below were taken the "Grenville" was sunk. Above is the last phase; compare with the photograph in page 39.

Above is the foredeck of the "Grenville," seen as she steamed across the North Sea on her last voyage. Her cables and capstans are the first to meet the eye, while from her central turret and conning-tower two of her 4·7-in. guns look out menacingly.



When drifting mines are sighted, or when mines have been brought to the surface by minesweepers, they are destroyed by rifle fire. In the circle the Captain of the "Grenville" is shooting at a mine shortly before the ship herself was sunk. Above is the "Grenville's" bridge from which the ship was navigated and fought. It is at the top of the superstructure seen above right. In the foreground are the compass and speaking tubes.

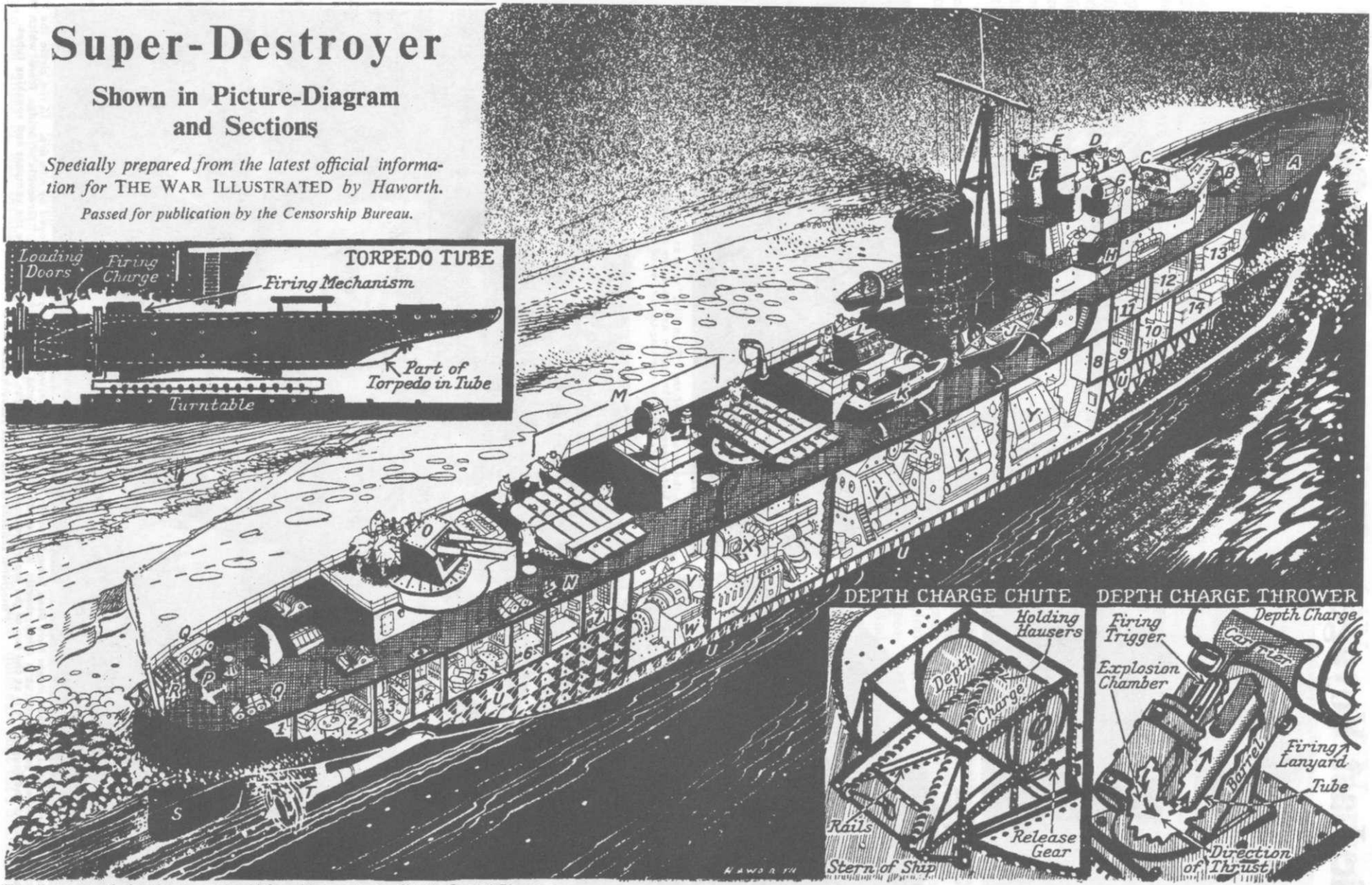
Photographs exclusive to THE WAR ILLUSTRATED

Super-Destroyer

Shown in Picture-Diagram and Sections

Specially prepared from the latest official information for THE WAR ILLUSTRATED *by Haworth.*

Passed for publication by the Censorship Bureau.



This diagrammatic drawing shows the chief working parts of such a destroyer as is now Britain's surest shield against submarines. Inset are diagrams of the torpedo tubes and depth-charge apparatus. With a displacement of 1,690 tons and 348 feet length she has a beam of 35 feet and a speed of about 35 knots. Her armament is six 4·7-in. guns, ten torpedo tubes. Her complement is about 200 officers and men. She is here seen smoke-screen laying with torpedo tubes ready for action.

Key to General Diagram:

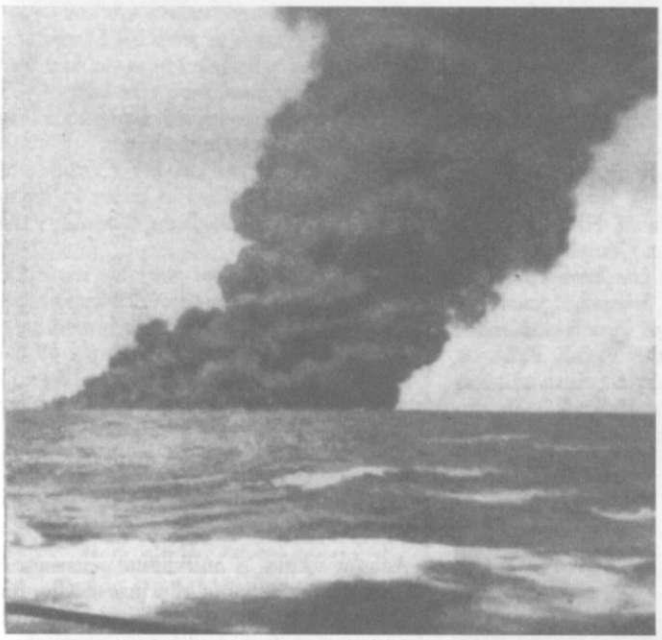
A. Breakwater.
B. Forward No. 1 twin 4·7 guns.
C. Forward No. 2 4·7 guns.
D. Navigating Bridge.
E. Fire-control Tower.
F. Range finder. G. Searchlight.
H. Multiple machine-guns.
J. 27-ft. whaler. K. 25-ft. speed-boat.
L. Multiple pom-pom (2 pounder).
M. Two sets quintuple torpedo tubes.
N. Depth-charge thrower.
O. After twin 4·7-in. guns with field of almost 360 degrees.
P. Paravanes. Q. Depth charges.
R. Depth charge chute. S. Rudder.
T. Twin propellers.
U. Oil fuel tanks (appx. 500 galls.).
V. Reduction Gearing.
W. Steering engine.
X. 40,000 H.P. Turbine Engines.
Y. Boilers.
Z. Exhaust uptake to funnel.

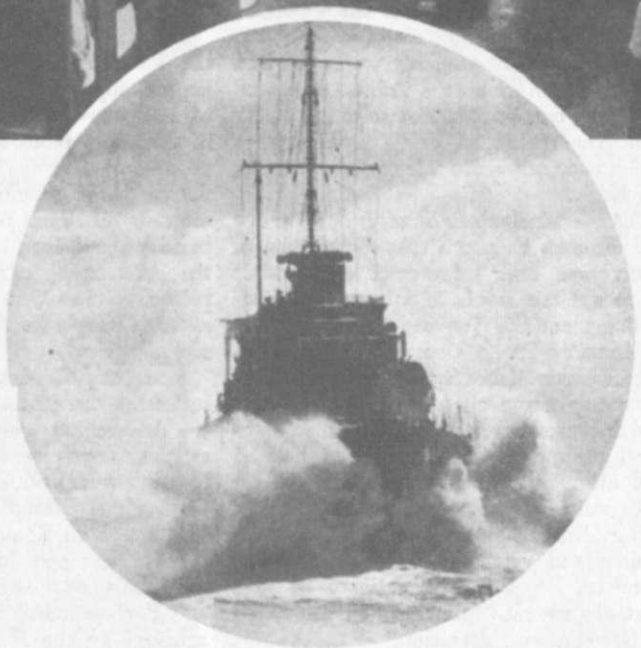
Key to Crew Accommodation:

1. Officers' cabin.
2. Wardroom.
3. Stores. 4. Pantry.
5. Captain's day cabin.
6. Paymaster's cabin.
7. Ship's office. 8. Airlock.
9. Dynamo room.
10. Engine room Artificers' Mess. 11. Stores.
12. Hammock racks.
13. Forecastle crew.
14. Lower crew space.

What Life is Like On a British Destroyer

This man has not responded to the call, "show a leg." One of his pals is reminding him of that fact by turning his hammock upside down.





Even in a warship patrolling the North Sea the officers can hear the familiar words, "This is the B.B.C. Home Service." Top, in the ward-room of a destroyer such as that seen above ploughing through a heavy sea, an officer off duty is tuning-in.

The remarkable photograph above shows the result of a destroyer's work. A submarine has been sighted by an aeroplane that has called a destroyer to the spot. The depth charge dropped by it has not only wrecked the submarine, but has set on fire the oil which rises to the surface when a direct hit is made.

Depth charges not only dispose of U-boats, but of any fish that may be in the neighbourhood. After one has exploded the sea is littered with dead fish, which, like the one seen right, are a welcome addition to the crew's diet.

Photos, Central Press

Religious Persecution Adds to Poland's Calvary

Astounding revelations of the iniquity of Nazi rule in Poland were broadcast from the Vatican wireless station on January 22, and here we give some of the more outstanding statements taken from the broadcast and from the reports on which it was based.

"You pray in vain!" shouted the Gestapo agents at the Polish nuns whom they faced so threateningly in the chapel of the convent they had just invaded; "God does not exist. If He did we would not be here." One of the brutal interlopers even intruded on the Mother Superior as she lay ill in her cell and, thrusting a chalice of consecrated wafers into her hand, commanded her to eat. Sick and terrified, the nun began to swallow the Host, and when she asked for water she was roughly refused it, and so swallowed the remainder of the wafers to avoid further sacrilege.

The scene of this outrage was a convent of Franciscan nuns in a Polish town, and the story can be matched only too easily from the record of crime and outrage which constitutes the tale of Poland under the Nazis.

"Almost daily there comes from Warsaw and Western Poland a tale of destitution, destruction and infamy of all kinds." These are the words of a speaker broadcasting from the Vatican wireless station on January 22. "One is loth to credit until it is established by the unimpeachable testimony of eye-witnesses that the horror and inexcusable excesses committed upon a helpless and homeless people (as peaceful and unpretentious as any in Europe) are not confined to the districts of the country under Russian occupation. Even more violent and persistent is the assault upon elementary justice and decency in that part of prostrate Poland which has fallen to German administration."

The richest part of Western Poland, he went on, is being stolen from the Poles and conveyed to the Germans, while the real proprietors are packed off in evil-smelling trains to Warsaw, described recently by the Pope as "a desert where once the smiling harvest waved." In the depth of one of Europe's severest winters stark hunger stares 70 per cent of Poland's population in the face, as its reserves of food supplies and implements are carried away into Germany.

Ban on Religious Worship

But the crowning iniquity, proceeded the Vatican speaker, "lies in the cynical suppression of all but the merest suggestion of religious worship in the lives of one of the most pious and devotional of the peoples of Europe." By administrative decree public religious services in Poland are now restricted to a bare two hours on Sundays, and for all the rest of the week the thousands of churches are compulsorily closed, thus separating "an afflicted people from the altar of its hopes and sacrifices."

Some terrible details of Hitler's persecution of the Christian Church in Poland—a persecution which has been described as the worst in a thousand years of history—were contained in a report made to Cardinal Hlond, the Polish Primate, who is now in Rome, by a priest who has recently escaped from Poland. In the Cardinal's own archdiocese of Gniezno and Poznan most of the clergy have been arrested by the Nazis and the majority of the churches closed, church registers have been confiscated, church property alienated, sacred statues destroyed and public worship hindered in every way. Many priests have been executed; scores have been taken away to concentration camps; many more brutally maltreated and cruelly humiliated.

Some of the details of the treatment accorded to these present-day confessors are so terrible as to be unprintable; those which have been published, however, are sufficiently horrible. Thus we are told of 5,000 men, including several priests and monks, locked into a large stable at the barracks in which there was so little space that they could not sit down. For six weeks they were detained there, never being allowed out, and the sanitary conditions were beyond description. An aged canon was compelled to clear away the filth with his hands, and a young priest who tried to assist him was beaten over the head with rifle-butts.

In this same town of Bydgoszcz the Polish nuns were turned out of their convent, told to put on lay clothes and return to their families in order to make room for new arrivals from Germany, the *Hitler Schwester*.

Perhaps these ladies may be identified with the *Braune Schwestern* (Brown Sisters), a Nazi "religious order" whose members, so it is said, burn candles in front of the Fuehrer's portrait and celebrate certain functions in honour of the "great saviour of Germany." To accommodate the Brown Sisters the Sisters of Charity at Katowice were expelled from their convent.

Priests Maltreated and Shot

Among stories of individual persecution we are given the name of a priest who, for the crime of taking the last Sacrament to a dying man at Znin, had his vestments torn from off his back, while the Host was trampled upon by Nazi jackboots. Another priest at Bydgoszcz was forced to be a witness of mass executions in the public square until he could stand the sight no longer and turned and cursed the Germans as murderers; whereupon, so it is alleged, he was beaten with rifle-butts and then shot. Then there was a dean who organized the defence of Gniezno against German pillagers, but drove out to meet the German regulars with a white flag. For his services in saving his flock he was roughly handled, and after three weeks in hospital was dragged out and shot on the charge that he had incited the people against the Germans.

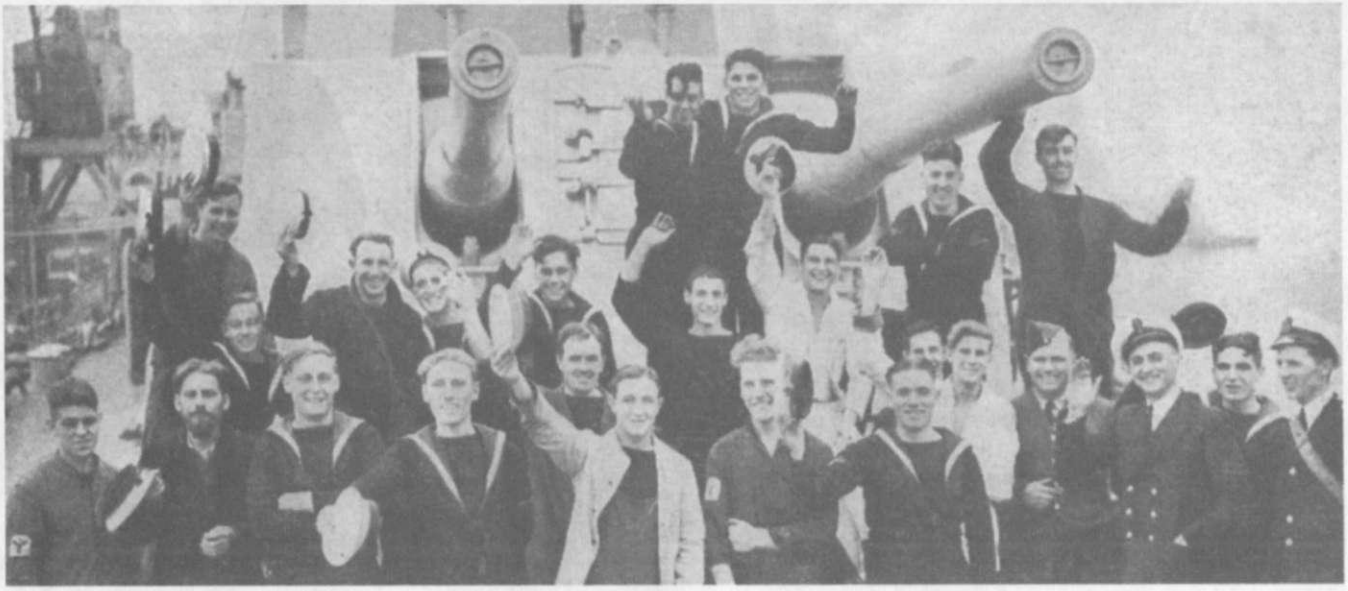
In the light of such atrocities it is obvious that the Nazi conquerors are engaged in nothing less than an attempt so to crush and humiliate the Polish spirit that never again can Poland rise from the ashes.

One of the most ancient cities of Poland, Poznan or Posen contains a famous cathedral filled with historic and religious treasures and works of art. Above we have an interior pre-war view; since the Nazi occupation the cathedral, so it is reported, has been converted into a hall for concerts and dances. *Photo, S. A. Cikhuras*

Here's to the Men Who Beat the 'Graf Spee'!

Shortly after the "Ajax" had berthed alongside the wharf in Devonport dockyard a number of her crew were allowed to go ashore. Here are some of them, all wearing the victor's smile as becomes men who were privileged to take part in the splendid victory of the River Plate.

In accordance with traditional custom, the order to "splice the main-brace" ran through the decks of the victorious "Ajax" when she dropped anchor in port—in other words, the men received a special issue of rum (left, above). When the ship docked Deputy Lord Mayor of Plymouth, Alderman Modley, came on board to congratulate Captain C. H. L. Woodhouse, commander of the "Ajax," and his gallant ship's company (right).



Safe home after a two years' service at sea crowned by the smashing defeat of the "Graf Spee," the "Ajax" docked at Devonport on February 1, 1940. Here are some of her men, standing before those 6-inch guns which they fought with such dash in the running fight of December 13. Full illustrated descriptions of the battle in which "Ajax," "Achilles" and "Exeter" covered themselves with glory are given in pp. 526-30, 540-1 and 575 of Volume I.

Photos, Central Press, Associated Press and Keystone

See the Conquering Heroes Come! Sound the Trumpets! Beat the Drum!

WORDS THAT HISTORY WILL REMEMBER

Extracted from Authoritative War Speeches and Statements Week by Week

(*Continued from page 52*)

Germany Responsible for Starving Her Civilians

Wednesday, January 24, 1940

MR. RONALD CROSS, Minister of Economic Warfare, in a broadcast:

Some people have recently revived an old argument—that to prevent the import of foodstuffs into Germany is inhumane, and affects women and children rather than the armed forces of the enemy. We had already gone into this question very thoroughly; nothing that was said recently has induced us to alter our decision. I am not for a moment suggesting that any methods are justifiable against barbarians; and I do not want to bother you with the legal aspect of our case. But I would like to put before you certain considerations to show that there is nothing in our policy of which you or I need feel ashamed.

We must realize that Germany is a totalitarian country and that each German has his place on that economic front which we are attacking. To relax our attack would merely prolong the war and increase the loss of life. What is more, you cannot separate foodstuffs from industrial raw materials. Not in these days. Bakelite is made from milk, sugar from trees, high explosives from fats. Alcohol is a motor fuel. And I could give you many more examples.

Above all, I want to make it absolutely clear that there need be no starvation in Germany, no matter how long the war may last. Germany is practically self-sufficient if the Nazis use their plentiful foodstuffs to feed their people, not their guns. Guns, not butter. Fats to feed the people? Or fats for explosives to feed the guns? It has been a real and painful choice for the German people. It may become more painful yet, but it is the Nazi Government which has made that choice and will have to unmake it. It is they, not we, who starve the German women and children. . . .

First Lord's Stirring Call to the Nation

Saturday, January 27

MR. CHURCHILL, First Lord of the Admiralty, in a speech in the Free Trade Hall, Manchester:

I have no doubt that, from time to time, you ask yourselves, why is it that we have not yet been attacked from the air? It is a question I am always turning over in my mind, and, like so many questions in this war, it is difficult to answer.

Is it that they are saving up for some orgy of frightfulness which will soon come upon us, or is it because, so far, they have not dared? Is it because they dread the superior quality of our fighting aircraft? Is it because they have feared the massive counter-stroke which they would immediately receive from our powerful bombing force?

No one can say for certain, but one thing is sure, it is not from any false sense of delicacy that they have so far refrained from subjecting us to this new and odious form of attack.

But then the question arises: Ought we to have begun? Ought we, instead of demonstrating the power of our Air Force by dropping leaflets all over Germany, to have dropped bombs?

But there I am quite clear that our policy has been right. In this peaceful country, governed by public opinion, democracy and Parliament, we were not as thoroughly prepared at the outbreak as was a dictator State whose whole thought was bent on war. Everyone knows how far better organized we are now and how much stronger our defences of all kinds are than at the beginning of the war.

Not only have our air defences and shelters been markedly improved, but our armies at home and abroad, which are now very large, are steadily maturing in training and in quality, and the whole preparation of our munition industry under the spur of war has rolled forward with gathering momentum.

Therefore I feel I was right in saying in one of my earliest broadcasts that if we reached the spring without any interruption of our sea-borne trade and without anything serious happening on land or in the air, we should, in fact, have gained the opening campaign of the war. I am thankful that this great country has now got into its war stride.

It will be said the other side are doing this, too. They, too, are expanding their armies and increasing and improving their air force. But Germany has been going for more than three years at full wartime pace, and it may well be that they have no large untapped reserve of man power or material, or of life energy to draw upon so as to make an additional spurt.

Hitler's Best Chance Lost

We, on the other hand, had much slack to take up. Indeed, the greater part of our national life had to be turned over from peace to war. We have not taken up all our slack yet, or there would not still be 1,300,000 unemployed, of whom at least half can play their part.

But the process is expanding every day, and the pace is growing quicker. Therefore, I cannot doubt that these additional months of preparation have been a godsend to us, and that, whatever may happen in the future, provided we do not relax our vigilance, Herr Hitler has already lost his best chance.

We cannot place in the field immediately the great armies which we need, which we are determined to form, and for which millions of eager men stand ready. We have to increase very largely our manufacture of munitions and equipment of all kinds. The immense plants and factories needed can only gradually come into full production.

We have to make a huge expansion of our labour force, and especially of those capable of performing skilled or semi-skilled operations. Here we must specially count for aid and guidance upon our Labour colleagues and trade union leaders.

Millions of new workers will be needed, and more than a million women must come boldly forward into our war industry, into the shell plants and ammunition works, and into the aircraft industry.

If trade unionists, from patriotic or international motives, lay aside for the duration of the war any of the special craft usages which they have so carefully built up, they need have no fear that these will not be fully restored to them after the war is won.

Million Women for Arms Work

Nearly a million women were employed in the last war in 1918 under the Ministry of Munitions. They did all kinds of things that no one had ever expected them to do before, and they did them very well.

Without this expansion of labour and without allowing the women of Britain to enter the struggle, we should fail utterly to bear our fair share of the burden France and Britain have jointly assumed and which we must now carry forward together to the end or perish miserably in slavery and ruin. . . .

I always hesitate to say anything which seems to underrate the formidable character of the foe we have to fight; yet I cannot rid my mind of the feeling that the Imperial Germany of 1914 was a stronger community than the Nazi Germany that now confronts us.

The haggard, hard-driven party regime which the Nazis have raised and reared from defeat and hatred may function for a while with terrible precision, but whether it has the same solidity or power to endure reverses which was shown by the Kaiser's Germany has yet to be proved. We mean to put it to the proof. . . .

Come then, let us to the task, to the battle and the toil, each to our parts, each to our stations. Fill the armies, rule the air, pour out the munitions, strangle the U-boats, sweep the mines, plough the land, build the ships, guard the streets, succour the wounded, uplift the downcast and honour the brave.

Let us go forward together in all parts of the Empire, in all parts of this island. There is not a week nor a day nor an hour to be lost.

OUR WAR GAZETTEER

Arctic Highway. Motor road from Rovaniemi, N. of Gulf of Bothnia, to Petsamo in Far North.

Boden. Swedish frontier fortress, near head of Gulf of Bothnia.

Kandalaksha. Station on Murmansk Railway and port in gulf of White Sea.

Kemi. Small Russian port on White Sea, whence Russians built military road to support Suomussalmi attack.

Kemijaervi. Eastern terminus of railway through Rovaniemi to Gulf of Bothnia; centre of Finnish fur trade.

Kotka. Finland's main exporting port; lies 50 m. E. of Helsinki in Gulf of Finland; important industrial centre; pop. 21,000.

Lahti. Town 60 m. N.E. of Helsinki; broadcasting station; pop. 25,500.

Lappeeranta. Town of S.E. Finland on Lake Saimaa; commercial centre and garrison town; pop. 13,000.

Liinahamari. Deep-sea, ice-free port at mouth of Petsamo River.

Oulu. (Uleaborg). Seaport on Gulf of Bothnia in Finnish "waist-line"; linked by rail to Helsinki; pop. 27,000.

Pori. Port in West Finland with three harbours; industrial centre: cotton mills, paper factories; pop. 20,000.

Rauma. Finnish seaport on Gulf of Bothnia; export centre for timber, cellulose, etc.; pop. 9,400.

Repola. Russian base for thrust upon Finnish "waist-line"; connected by motor road with Murmansk Railway.

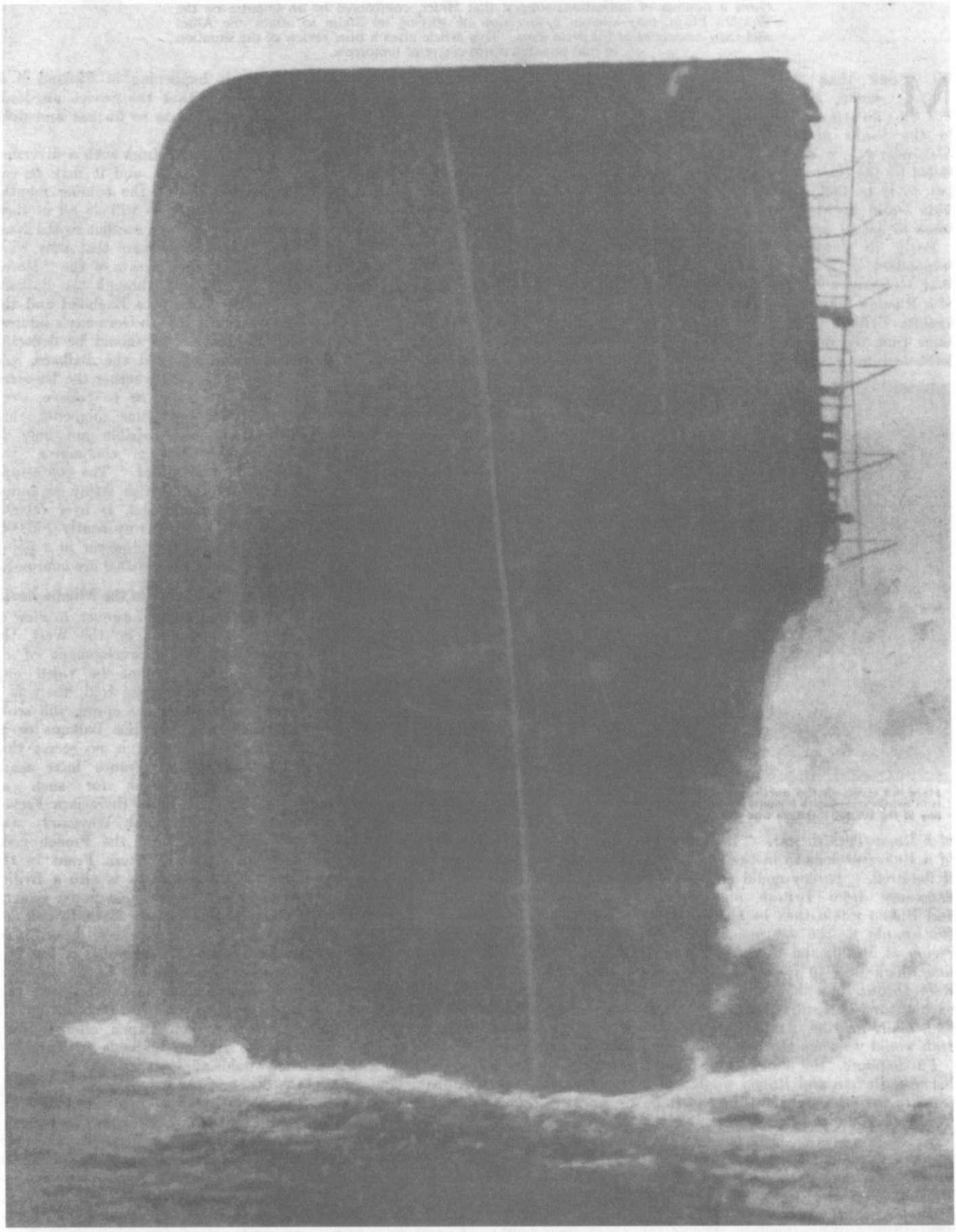
Salla. Village in N.E. Finland, taken by Russians in December 1939; centre of continuous fierce fighting.

Suomussalmi. Centre of fighting in Finnish "waist-line"; in January 1940 Finns routed 163rd and 44th Russian divisions in this region.

Tampere. Large industrial town in South Finland; has 180 factories of various kinds; pop. 75,000.

Turku (Abo). Seaport on Gulf of Bothnia, oldest and second largest town in Finland; terminus of Stockholm shipping and air lines; suffered much from Soviet air raids in January 1940; pop. 80,000.

What the Murderer Sees Through His Periscope



Many must have wondered what sort of view the U-boat commander has of his victim as he looks at it through his periscope. Here in this strikingly dramatic photograph we see what a Nazi submarine commander was actually watching in the moment following the discharge of one of his torpedoes. A British merchantman has been hit amidships, and now is sinking fast beneath the waves. As she takes her death plunge her bow rises high above water as if in mute protest against the murderous blow which has brought her useful career to an untimely end.

Photo, Keystone

Maybe the East Will Soon Hear the Guns of War

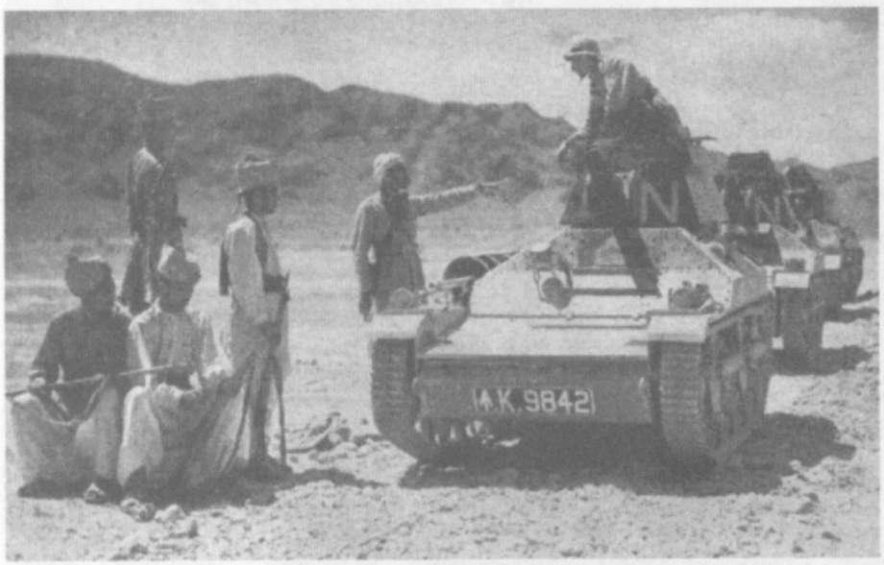
Quite a number of indications suggest that Hitler, confronted by an impasse on the Western Front, may attempt a diversion by stirring up Stalin to attack the Allies and their associates in the Near East. This article gives a brief review of the situation in that possible storm-centre of tomorrow.

More than 2,000 years ago a young Macedonian prince led an army of Greeks from Europe to the banks of the Indus. Today Alexander's epic escapade is being recalled by the Nazi leaders, who are hard put to it to find a place in the whole wide world in which their armies may come to actual grips with the Allies.

Early in January the Berlin correspondent of a Dutch paper reported that Germany's leaders "are dreaming of a Russian march through Afghanistan against British India," and about the same time the official Nazi party organ published an article on the possibility of a Russo-Turkish war. "In the event of a Russian offensive in the Caucasus," it declared, "Turkey could expect little assistance from Britain and France, and Russia would then be able to strike southwards to the enormously rich oil region at Mosul, and threaten the pipeline which runs to Haifa." Dark hints were thrown out that in the event of such a war the Kurdish troops of Turkey and many of the Arabs of Syria and Irak would welcome the Soviet invaders.

Furthermore, the "old antagonism" between Britain and Russia would again come to the fore, and the threat to India would play an important part. "The idea of repeating the conquest of Alexander the Great has seriously occupied men like Napoleon and Field-Marshal Von der Goltz (the German general who led an army in Finland in 1917-1918). With modern means of communication it is possible. The power which is in a position to carry out this plan is Russia, starting from her territory in Central Asia and depending upon her more and more extensive railway system."

We may rest assured that Turkey can find nothing to commend itself in the plan, and Stalin, too, may be justifiably suspicious of a scheme which would mean the end of any idea he may harbour of further expansion in Europe, particularly in the Balkans. Already he has his hands full with Finland; and that Red Army which made so poor a showing against so small a foe could hardly be expected to give a better performance when confronted by the veteran troops of India.



Here is a scene on the north-west frontier of India. The commander of a patrol of light tanks is in conversation with friendly Afridi tribesmen. Perhaps he is inquiring if the native has seen any of the 800,000 Russians who were said to be on the way to invade India! *Photo, Fox*

There have been reports of huge Russian concentrations—800,000 men has been mentioned—on the north-west frontier of India, but those who know anything of the difficulties of provisioning and transporting a modern army will judge such reports at their true worth. India's north-west frontier is one of the most strongly-guarded and heavily-fortified on the face of the globe, and before the Russian invaders could approach even the British outposts they would have to travel for some 400 or 500 miles across the rocky deserts of Afghanistan.

As an alternative, Stalin might consider the question of attacking by way of Iran (Persia). Russian armies might invade Iran from Turkistan with a view to seizing the oil-fields on the east side of the Persian Gulf—oil-fields which are of vital importance to Britain. From there they might—at least on paper—move eastwards to attack India by way of Baluchistan. All this, however, is the merest hypothesis, and in the light of what is happening in Finland it is hardly likely that the Soviet war-lords should contemplate so distant and difficult a field of war.

The only gainer from such a diversion would be Germany, and it may be expected that during the coming months Hitler and his Nazis will do all in their power to extend the conflict to the Near East. We may be sure that they have not given up their dream of the "Drang nach Sued-Osten" through the Balkans and across Turkey to Baghdad and the Persian Gulf. It is to Germany's interest that Moscow's eyes should be deflected from Bessarabia and the Balkans, but it may be doubted whether the Russians are quite so naive as to believe, even in their most sanguine moments, that their troops are capable not only of withstanding, but of conquering, the armies of the Allies. The peace-time strength of the British Army in India, it may be mentioned, is over 50,000, and of the Indian Army nearly 160,000, while reserves of man-power in a population of some 350,000,000 are enormous.

A Spring Campaign in the Middle East?

At the same time, however, in view of a possible stalemate on the West, the possibility of the development of an Eastern Front cannot be ruled out. In the Levant, we are told, there is a strong feeling that the spring will see a campaign either in the Balkans or in the Caucasus, and it is no secret that both Britain and France have made military preparations for such an emergency. In Syria there is a French Army under General Weygand, who won fame as one of the French commanders on the Western Front in the Great War, and there is also a British Army of the Middle East under General Sir Archibald Wavell. Both British and French forces have been heavily reinforced since the beginning of the war.

Turkey holds the key to the situation, and so important is her position that there is good reason for believing the report that Von Papen offered Mosul and the Iranian oil-fields to Turkey if she would at least remain neutral in the event of the extension of the war to the shores of the Black Sea and the Mediterranean. But Turkey is Britain's ally, a most firm and loyal ally, and there can be no doubt that if Soviet Russia were to be so misguided as to swallow the Nazi bait and to send the Red Army into Rumania or Iran—the question of an invasion of India is hardly worth consideration—Turkey would co-operate most fully and most wholeheartedly with the Allies.

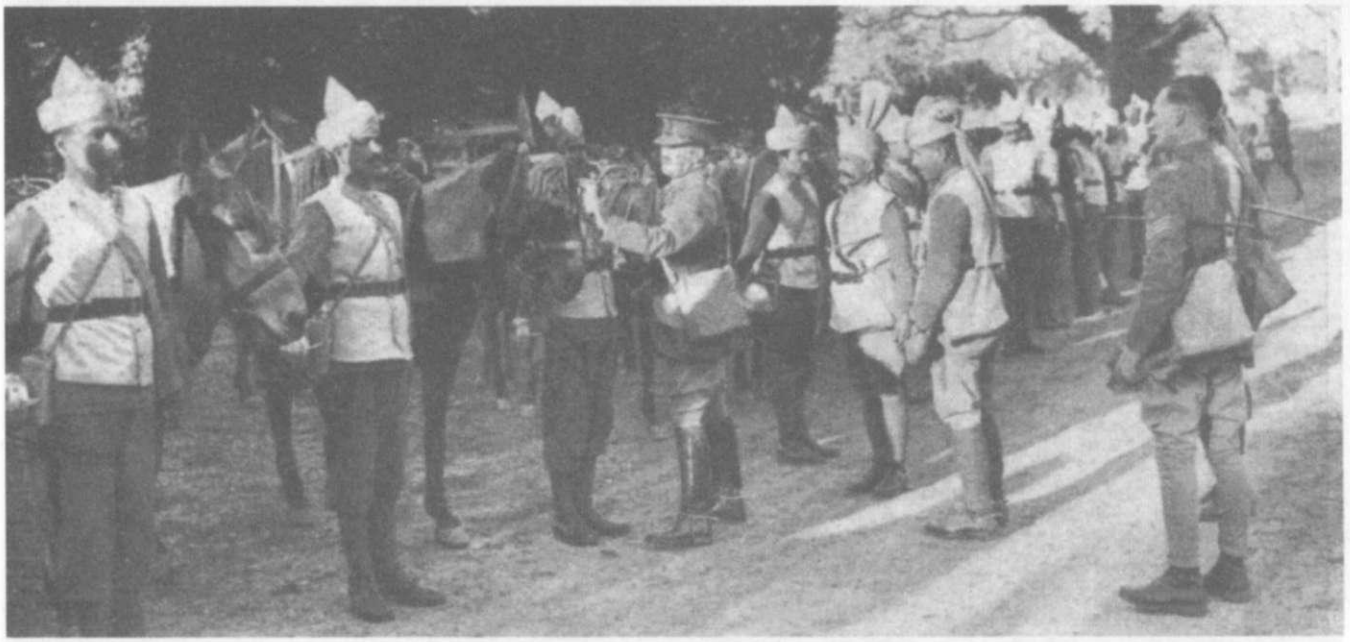
Imperial India Sends its Men—and Mules

Among the Indian troops in France are detachments of the Indian Army Service Corps, much of which is still unmechanized. Mules are largely used in this service, and here is a typical driver with his mule.

The Indian soldiers take great pride in their smartness and are as particular about being clean-shaven as the British. This barber is doing his work in the open, somewhere in France.

The man squatting on the ground in this photograph is weighing out the prescribed amount of forage for each man's animal with rather primitive scales. A non-commissioned officer stands by to see that each man gets just measure for his beast.

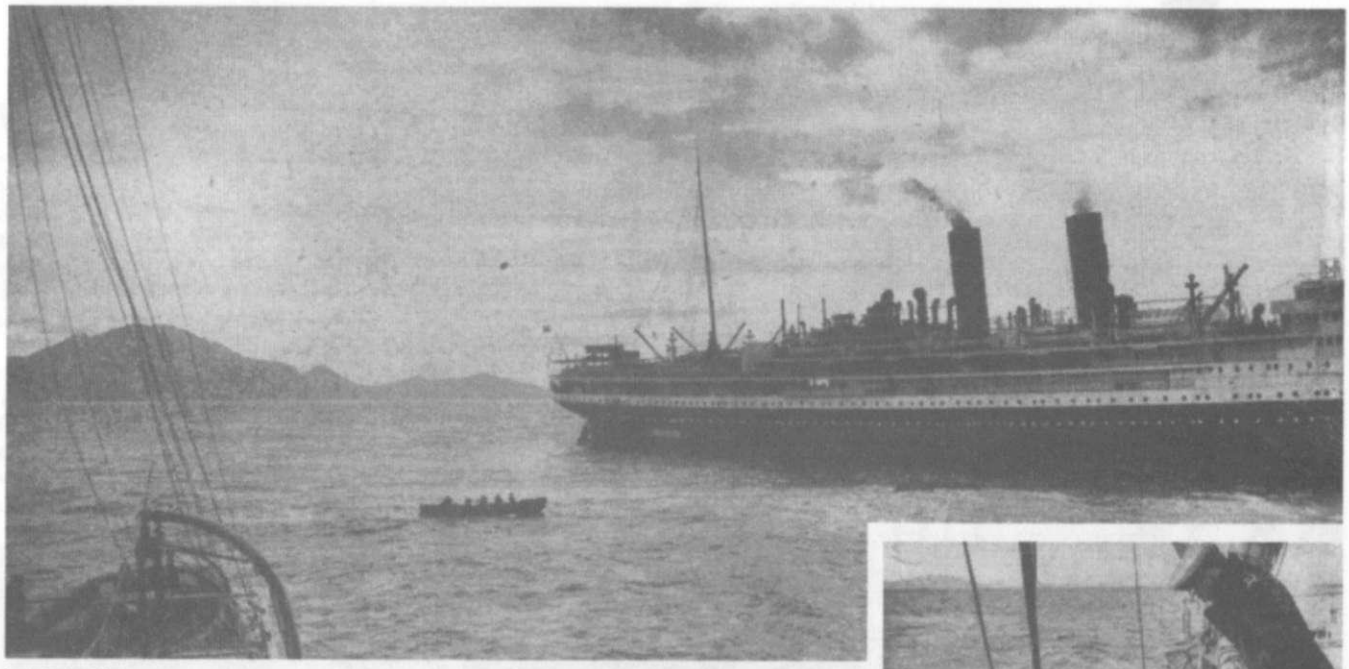
THE Nazi assumption that if the British Empire went to war India would rise against the British Raj and break the Empire tie has proved as completely false as all the other German estimates of the supposed weakness of the Empire. Already Indian troops are in France, for at the end of 1939 Indian contingents were joining the B.E.F. They consisted largely of transport columns with draught and pack mules, thus helping to meet the demand that mechanical transport should be supplemented by the more elastic animal transport.



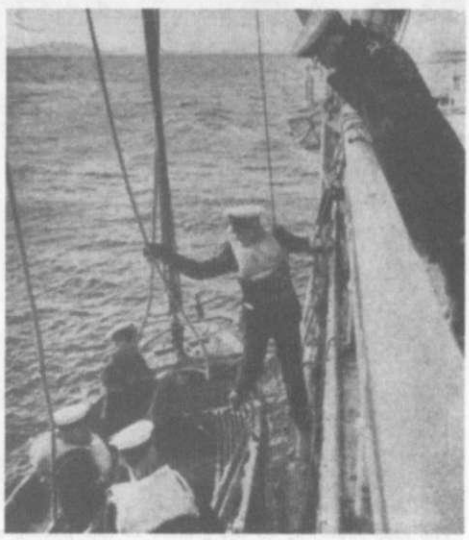
A British officer is here inspecting a train of pack mules of the Indian contingent. The fringe of cord on the animals' bridles is a protection against flies, which, under the conditions that have recently been experienced in France, is perhaps superfluous. Despite the mechanization of most of the Army transport, conditions with which horses and mules alone may be able to cope are by no means inconceivable.

Photos, British Official: Crown Copyright

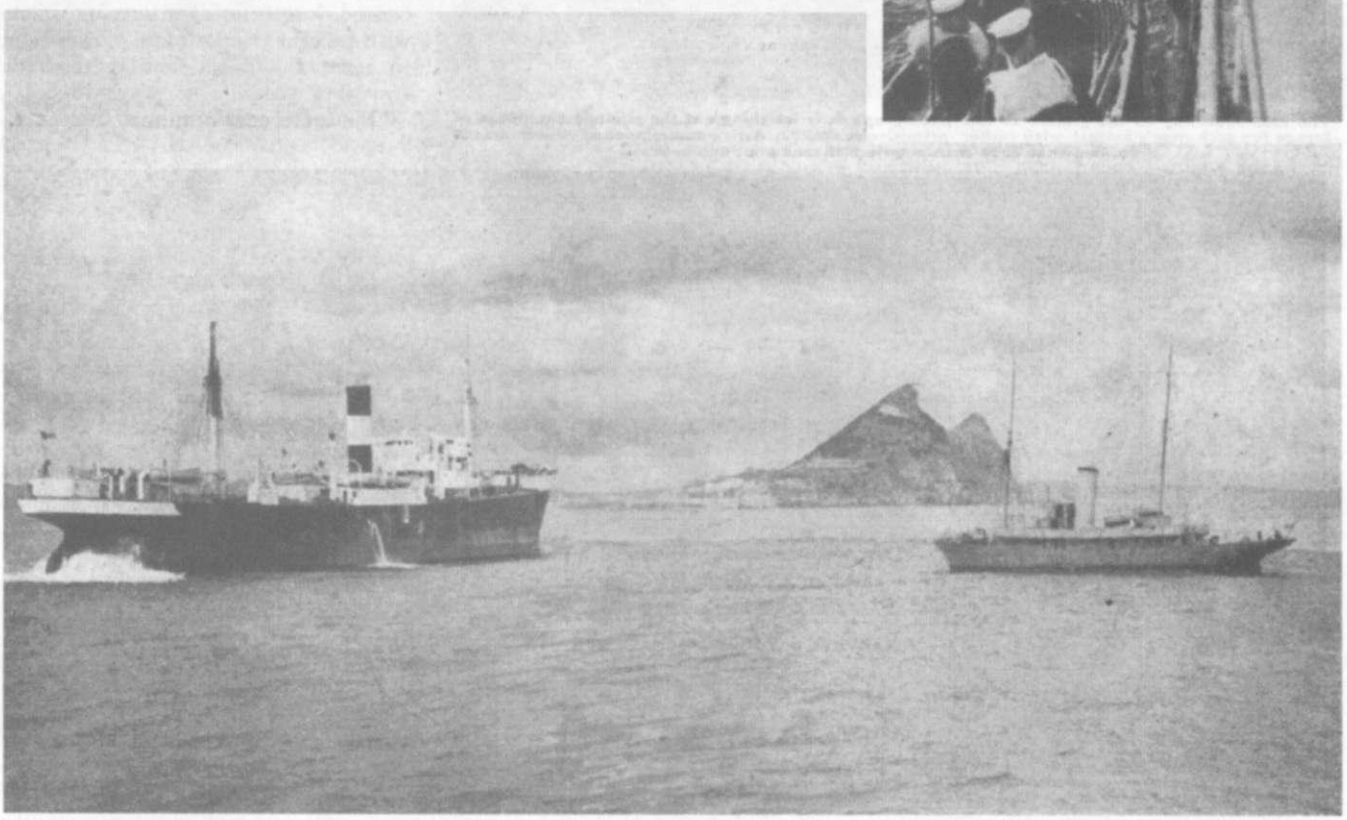
The 'Rock' Still Guards the Narrow Sea



The Straits of Gibraltar constitute the most important contraband control station for neutral ships passing through the Mediterranean. Here a liner has been stopped off the coast of Spanish Morocco, and a whaler is putting out to take the examiners on board.



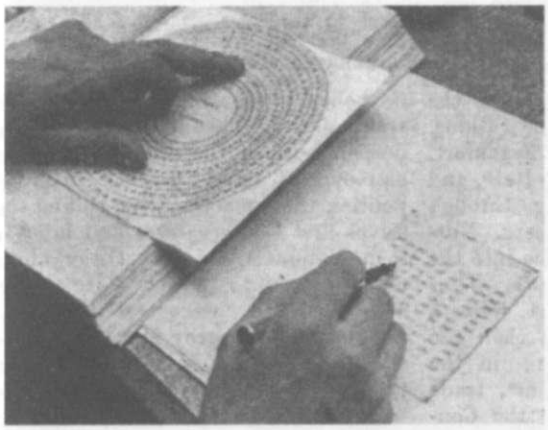
Not only in home waters is the Contraband Control of Britain and France exercised; the Mediterranean, too, has its control bases—at Malta and Haifa, Marseilles and Oran, Port Said and Gibraltar—at one or other of which all shipping outward bound from ports of the Mediterranean and Black Sea must call for examination by the officers of the Contraband Control. If amongst the cargo there are found goods which are of enemy origin or enemy property they are ordered to be unloaded, placed in the custody of the Marshal of the Prize Court, and in due course sold.



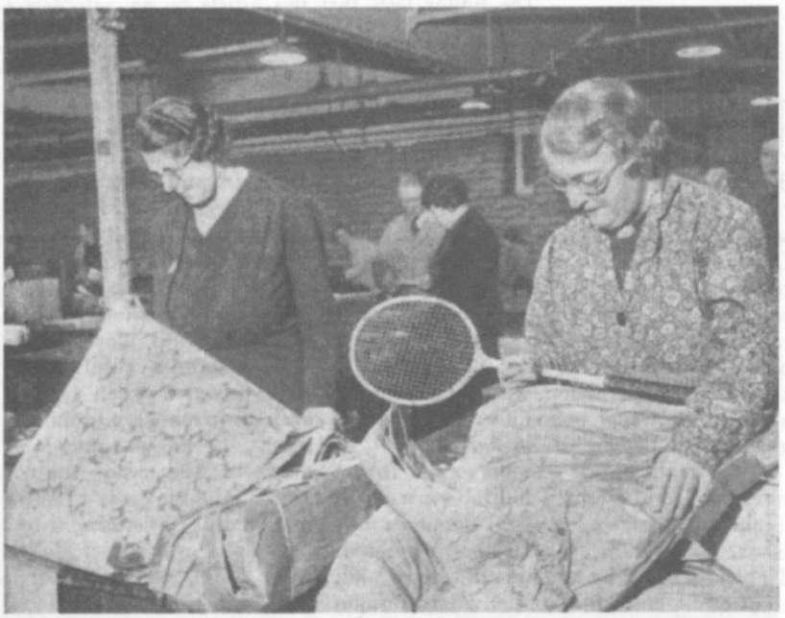
Centre, the examining officers are boarding the whaler, a ship's boat sharp at bow and stern. They are leaving the control ship to carry out their task. Bottom photo, a control vessel is approaching a neutral collier to examine her cargo, for even colliers may carry concealed contraband. The great mass of the Rock of Gibraltar, whose possession gives Britain the key to the Mediterranean, can be seen in the background.

Photos, Central Press

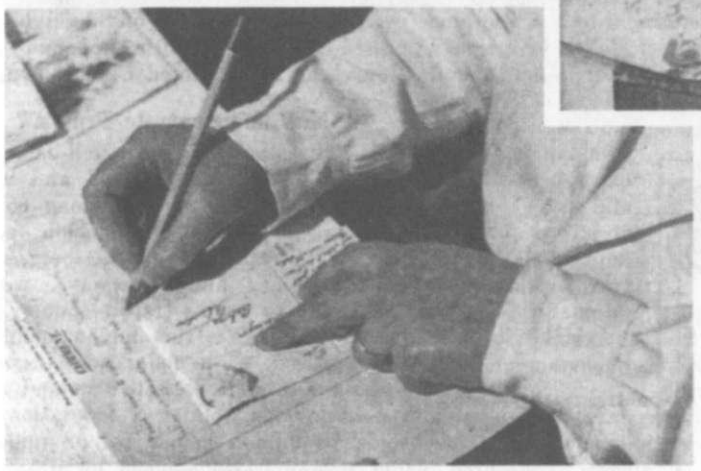
Keeping Our Vital Secrets From the Enemy



A message believed to be written in code has been discovered. With a great array of cryptograph keys an expert sets about his laborious task of decoding it.



The woman above, left, is scrutinizing a roll of wallpaper that may carry a message, while the examiner, right, is holding a squash racquet which may also look more innocent than it really is.



One of the elementary principles of the censorship is to examine the postage stamps on letters which may cover a code message. Here a stamp concealing some lettering has been removed, and the censor is writing her report.

On the outbreak of war the staff of two officers and two clerks which formed Britain's Military Censorship increased rapidly to over 3,000 people. There are actually two separate censorships: one, the Press Censorship and Bureau, a civil organization whose purpose is to ensure that no news is published that might be of value to the enemy; and the second, the Military Censorship, illustrated in this page, whose function is to prevent information reaching the enemy, either with intent or by inadvertence. The censorship has enabled much contraband to be traced, and during the first ten weeks of its existence it assisted in the capture of nearly six million pounds' worth of enemy cargoes.

This great room in the Censorship Department is devoted entirely to the examination of letters connected with export trade which may contain a few superfluous words that convey useful information to the enemy. Each export trade has its separate section, in which the letters concerned with that trade are dealt with by men who are used to such correspondence and who could quickly detect any deviation from the ordinary wording.

Photos, Topical

The De-Prussianizing of Germany as a War Aim

The Editor feels that this article by an anti-Nazi German journalist is worthy of inclusion here, as it sketches in some historical background essential to the later consideration of the Peace Aims. Our contributor's ideas are only the tentative suggestions of a well-informed German, and the Editor accepts no responsibility for them.

In the Great War of 1914–1918 the Allied war aims were not clearly defined at the outset. This time public discussions as to what a victory should bring about started as early as the second month of the war; Liberal and Labour politicians especially made haste to outline their schemes for a future settlement. Some of these were far-reaching; they embraced a remodelling of the world, or at least of Europe, on the lines of federation, with disarmament, an international police force, and a regenerated League of Nations.

The main object—to prevent a future resurgence of German militarism with its inherent demand for world domination—has, however, been somewhat neglected. The ideas held by students of history and, curiously enough, especially by German or former German politicians, on the highroads—the great trade routes of the Middle Ages—ran along the Rhine, through Aachen, Cologne, Frankfort, Stuttgart and Switzerland into Italy, and from Bremen and Hamburg through Hildesheim, Wurzburg, Bamberg, Nuremberg, Regensburg and Vienna into the Balkans and the Near East. Thus Cologne, Munich and Vienna were a hundred times more German than the Prusso-German capital Berlin; in the 16th century, when German art, trade and craftsmanship dominated the Continent, Berlin was only a small colonial outpost. Bo-russia—the country of the Prussi, the Slavonic Prussians—was conquered and Christianized by the Teutonic Order; it was under Polish sovereignty until 1660, though later administered by Hohenzollern princes. Slavonic settlements speaking and writing their own language still exist near Berlin, and the names of most of the nobility clearly betray their Slavonic origin.

In many quarters it has been suggested that from its historical record and its position as major state of the German confederation Prussia bears prime responsibility for German aggression. This map gives relative areas and populations between Prussia and the other German states.

It is this Slavonic temperament, with its truculent behaviour and harsh language, that has always prevented the unification of Germany. Conquering the other, the really German tribes, and outnumbering them during the last century or so, the Prussians tried to transform the genuine German means towards that end, are therefore worth examining. They believe that the apparently German trend towards militarism, oppression, ruthlessness and intolerance was not, originally, German at all, but Prussian; that it was only since the Prussians, the "East Elbian Junkers," who were essentially Slavonic and heathen until the thirteenth century, had dominated Germany that these traits had been stamped upon the German character. Frederick the Great, Bismarck, and that would-be Prussian *par excellence*, Hitler, represent anything but the true German spirit that has pervaded a thousand years of history, art and science.

The River Elbe, demarcating almost exactly the former borderline between the Germans and the Prussians, was the Western frontier of the spiritual and cultural domain of Germany proper. Two according to their own concept. The Bavarians in particular resented and fought this supremacy until 1870; the Austrians, likewise a more easy-going, more cultured race, broke away as far back as 1806 from the German Reich that was shattered by Frederick, to be defeated by Prussia in 1866, together with their allies Hanover, Bavaria, Saxony, Hesse and other South and West-German states. In the main it was the attraction of power and not any growing process which created the Prusso-German Empire. For the last half century this artificial and ambitious Empire has been confronting the world with its claim for a "place in the sun."

For a time after the Great War there was hope; South- and West-German elements, Liberals, Socialists, and representatives of the mainly bourgeois Catholic Party outnumbered the Prussian reactionaries. Then, favoured by general despair born of the economic crisis, unemployment, and defeats in foreign politics, these reactionaries, calling themselves first Conservatives and later German Nationals, brought Hitler and his desperados into power. He in turn adopted and exaggerated Prussian methods. To destroy him is a confessed war aim; the aim is incomplete without the liberation of Germany from Prussia.

The result would be this: the parts of Prussia east of the Elbe, separated from the rest of Germany, would contain a population of nearly 20,000,000, or somewhat less should parts of Silesia be reunited as of old with Bohemia and Moravia in a resurrected Czechoslovakia.

A New and Separate Prussia?

This Prussia would be a well-balanced state, not over-industrialized and with an agricultural surplus. A long coastline on the Baltic, with such good ports as Stettin and Koenigsberg, and good railroads and waterways, would enable her to act as transit country for inland countries; this might facilitate the creation of a federation between Prussia and a resuscitated Poland and Czechoslovakia. Such a federation of some 70 million people (or 58 million, could Poland's area grasped by Moscow not be recovered) would be an effective Western Slav bulwark against Russia, and thus form an organic part of a remodelled continent. France and Italy, on the other hand, would border on a Germany within whom Austria would incorporate herself willingly, for it would be her *old* "Reich," a Germany of about 55 million inhabitants, freed from her harsh half-Asiatic partner.

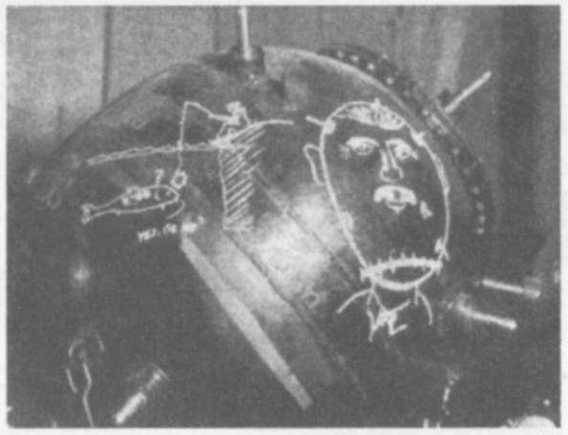
This Germany, spiritually as well as geographically, would have a western orientation. Her North Sea coast, Schleswig-Holstein, Hanover and Westphalia, are in blood and character closely related to Holland and Britain. Austria and Bavaria, Alpine in race and soil, link her with Italy and the Danubian plains. In the South-West her relationship with her Swiss and Alsatian neighbours has always been close; the bulk of the Germans on the Rhine and deep into Thuringia are sprung from the Frankish tribes which gave France her name.

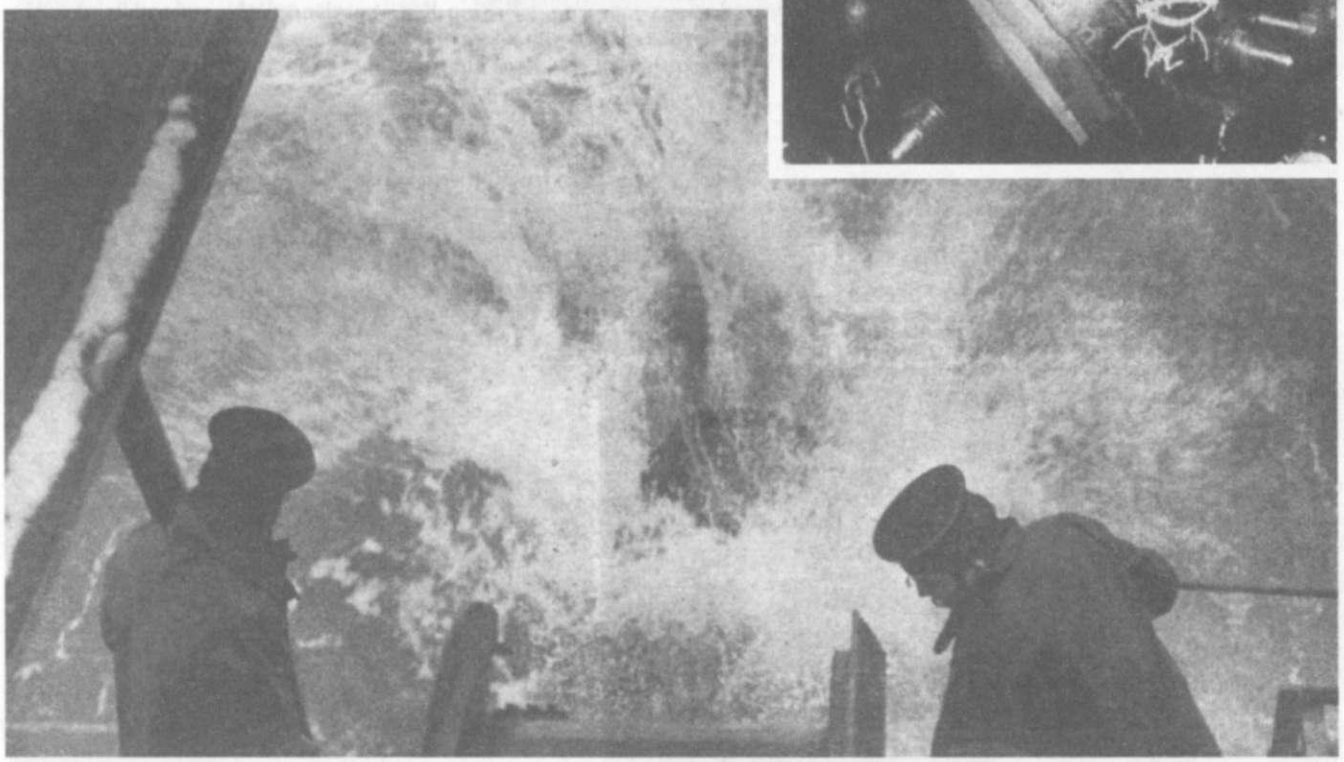
This picture of a de-Prussianized Germany, and a Prussia on her own, is certainly full of possibilities. It must be evolved by Germans themselves. It would fulfil many of the essential war aims on all sides and eliminate the danger of future aggression without "carving up" the aggressor of 1914 and 1939.

Once a Holiday Ship She Now Sows Lawful Mines

Here a mine, complete with its sinking and anchoring apparatus, is being dropped over the stern of a minelayer by the elaborate apparatus specially fitted. When it is dropped the vessel must be moving at some speed, as the wake proves.

BRITAIN has laid mines for the protection of her shipping and ports, but, unlike the Nazis, has kept strictly within international law; she has sown no mines in the open nor loosed any drifting mines, and has, moreover, notified the position of all minefields. The photographs in this page were taken on board a steamer which once carried holiday-makers on coastal trips, but was transformed into a minelayer in a surprisingly short time on the outbreak of war.

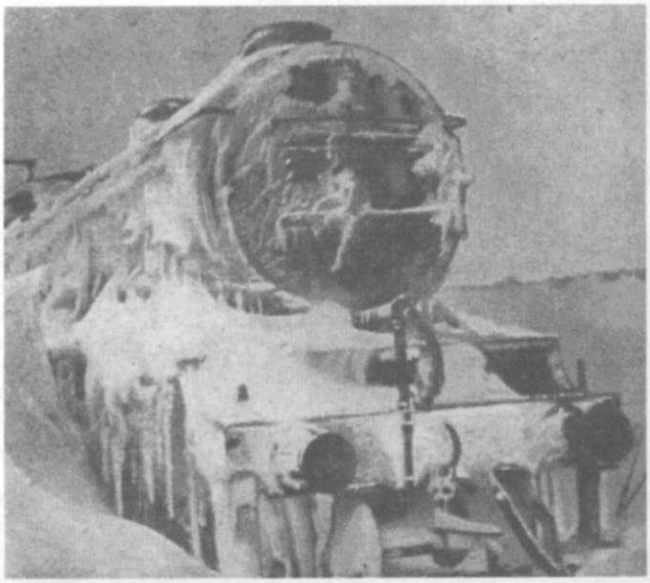




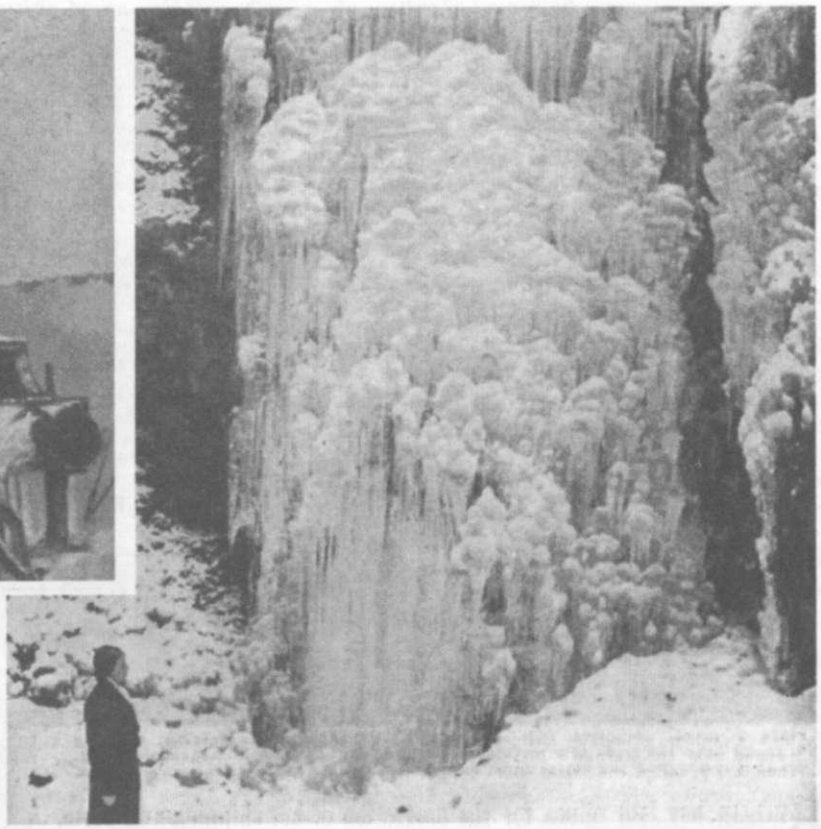
A great splash follows the dropping of the mine into the sea, as can be seen in this photograph. The men of the minesweepers exercise their humour with a piece of chalk just as do the artillerymen on their shells; in the top photograph a quotation from a song ornaments the mine, while on that in the centre is a graphic expression of the hope that a U-boat will take the bait.

Photos, Charles E. Brown

The Weather Is a War Secret in Britain!



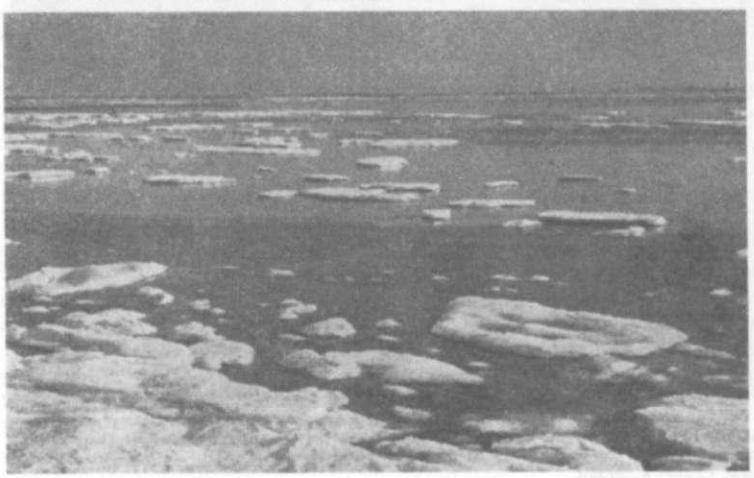
This locomotive was drawing a train in the North of England during the cold spell, but eventually frost and snow overcame its gigantic strength and brought it to a halt. *Photo, G.P.U.*



Not often do waterfalls freeze in the British Isles, and so we seldom realize how beautiful they can look when frozen into fantastic and glittering icicles. The fairy grotto above is the frozen Glen Waterfalls at Brynmawr, Brecknockshire, early in January. *Photo, Fox*

Some idea of the depth of snow in the North of England is given by this photograph taken near Macclesfield. This car is in a drift four or five feet deep. *Photo, Fox*

THE weather in Britain during the month of January was "unmentionable" in more ways than one. The Censorship forbids all reference to weather until a fortnight after the event, but when the first reports were released it was found that Britain had experienced the severest winter since 1894 and that the thermometer fell below zero Fahrenheit in many places. The photographs in this page show some aspects of the great "freeze-up."



Early in January 1940 the Thames was frozen over for the first time for 45 years. Above, an icebreaker is seen endeavouring to keep the flow of water clear for Teddington Lock. Even the sea froze in many places, and the photograph left shows a scene, not in the Antarctic, but off south-east England. *Photo, Topical*

Eye Witness Stories of Episodes and Adventures in the Second Great War

I Went Through the Flames of Helsinki

Vivid stories of the air raids on Helsinki and of the help given to the stricken Finns by the Salvation Army were told in letters from Mrs. Sladin, wife of the head of the Salvation Army in Finland. An extract is published here from the "Surrey Comet."

DESCRIBING an early air raid on Helsinki in a letter to a friend, Mrs. Sladin said:

"The whole sky was soon alight with great red flames leaping up and bombs were exploding in different parts of the city. We did what we could for the people and at once organized our officers into service for helping them.

"When we returned to our house we walked through long streets where plate glass was broken into such fine pieces that some looked like shining powder. Practically the whole of our road was damaged. There were hardly any windows intact, except a few at the tops of the high flats, in some of the fine new flats even the walls were cracked from top to bottom and many buildings wrecked. Only my name and uniform got me through.

"Fires raged in many places, and within a few yards of home a bomb crashed through five storeys of a large building and many were killed and wounded. The bus station was alight and several other buildings also.

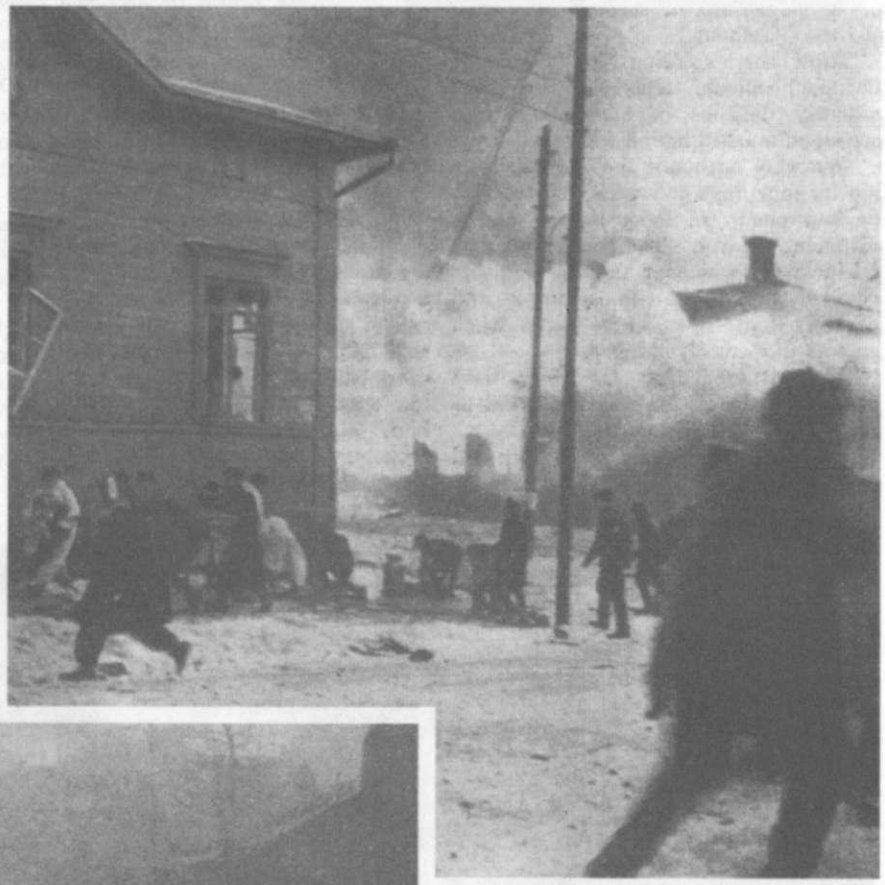
"As most people had returned to Helsinki, you can imagine the second exodus. The whole of that awful night the fires raged and the people flocked out and fled in trains and buses, cars, and on foot, also in hundreds of open lorries and quaint two-wheeled farm carts, drawn by horses. We worked most of that night at the station, most of which was in pitch darkness. What sights we saw, what stories we heard!

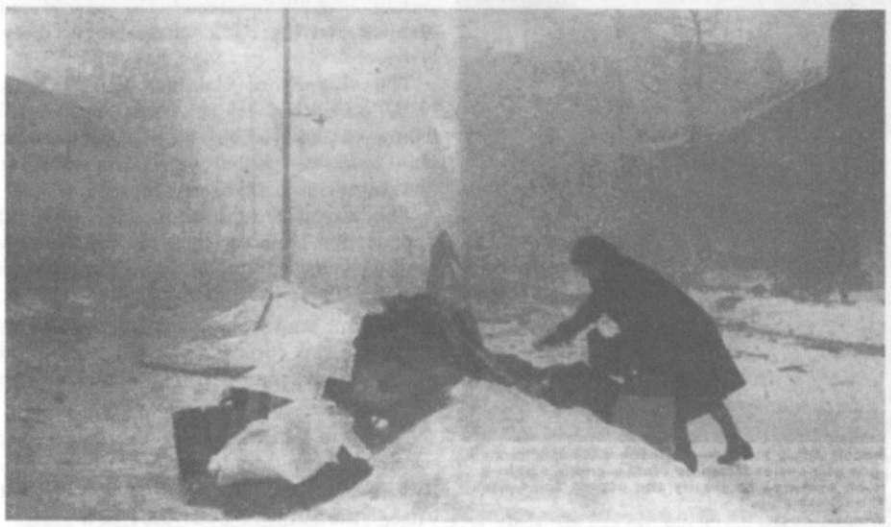
"All next day we were again helping the people, also evacuating all our Salvation Army homes for children, babies, young mothers and girls, as well as our women at the large shelter. All had to be sent to safety in the country and, with it all, six hours of air raids. More bombs in different parts of the city; more fires and more terror.

"But the people were so brave and calm, and when compulsory evacuation was in progress there was no panic . . . . just a silent tragic sorrow that nearly broke one's heart to see. It was fine to see our big men officers carrying little babies and old people on stretchers, and our women officers working so happily with the Lottas (Finnish Women's Organization) and cheering and calming the people.

"We took a train from our poor empty Helsinki for Vasa. The journey was indescribable—22 hours instead of eight, and the coaches so packed that we could not move. Children were slung up in hammocks made of overcoats. A young mother with her four days' old baby sat looking like death in that awful pack.

"You cannot imagine the need. Think of the mothers and their families fleeing with only bundles, and arriving in the midst of winter, with ice and snow."





In these two photographs, taken recently in Helsinki during an air raid, civilians, helped by the Fire Brigade and A.R.P. workers, are attempting to save some of their household goods.

Photos, Sport & General

I WAS THERE!

Our Ships were Sunk by the 'Graf Spee'

Only after the sinking of the "Graf Spee" was it clear that it was she, and not the "Admiral Scheer," which sank the "Clement" (see page 382) and the "Africa Shell." A later story of the sinking of the "Clement" from the Glasgow "Bulletin" is given here to complement the German photographs in p. 93 now available.

THE Booth Line steamer "Clement" was sunk by the "Graf Spee" in the South Atlantic on September 30.

Mr. Edward Flower, a Scots engineer on the "Clement," said after his return to Britain:

"We were on a voyage to Bahia, in Brazil, and when off Pernambuco we sighted the battleship. At first we took her to be a British warship, but were quickly disillusioned."

He described how an aeroplane from the raider flew over and opened fire.

"The warship then closed up with us," continued Mr. Flower, "and ordered our crew to come aboard. Our crew numbered 54. When we had been transferred to the battleship, a torpedo was fired into the 'Clement.'

"After the explosion the 'Clement' continued afloat, and the Germans, evidently desirous of conserving their torpedoes, finished her off with shell-fire.

"We were on board the German warship for four days and were well treated. We had plenty of food, but it was of indifferent quality. The bread was dark and inclined to be sour and the potatoes provided were of the tinned variety and definitely sour—only to be eaten when one was desperately hungry.

"We gathered that the crew were enthusiastic for Hitler, and they told us that 'Britain would lose the war.'

"The crew were mostly young men and not well-trained in seamanship. I have had experience of German crews and noticed this point particularly.

"At the end of four days a tramp steamer was encountered and we were transferred to this vessel, which landed us at Rio de Janeiro."

The British tanker "Africa Shell" was sunk off Portuguese East Africa on November 16, 1939, and members of the crew told their story when they landed at Lourenco Marques.

The "Africa Shell" was stopped by the raider firing a shell across her bows. One officer and ratings came from the raider in a cutter and boarded the tanker. Officers of the "Africa Shell" said that the German boarding party wore British lifebelts and looked emaciated.

A German officer addressed Capt. P. G. Dove in perfect English with the words: "Good morning, captain. Sorry; fortunes of war."

The German party ordered all hands to the lifeboats, and stripped the tanker of all foodstuffs and even bottles of wine.

The "Africa Shell's" captain was taken aboard the raider as a prisoner, but the rest of the crew, consisting of two officers and four European and 21 Indian and native seamen, rowed in two lifeboats to the shore.

Afterwards the "Africa Shell" was sunk by two bombs, which blew a large hole in the stern.

Nazi Airmen Bombed Our Trawlers

As British trawlers and cargo steamers came into port during the week of January 13-20, further stories came to light of Nazi air attacks with bomb and machine-gun. The following stories are reprinted by arrangement with the "Daily Telegraph," "Star," and "Daily Mail."

FOUR trawlers which reached port on January 13 were the "Flavia" and "Eric Stroud" of Aberdeen, and the "Riby" and "Persian Empire."

Mr. Robson, skipper of the "Persian Empire," describing a Nazi pilot's futile attempts to bomb them, said: "He was a rotten shot."

The fishermen got the last laugh, said Mr. Robson. "When the 'plane dropped four bombs, he was flying so low that we could see each bomb leave him, and I promptly fired distress rockets. The pilot apparently took these for anti-aircraft gunfire, for he at once turned tail and then returned at a great height, dropping another four bombs before he went away."

Mr. J. Winship, skipper of the "Riby," said that one bomb dropped so close to his vessel that the concussion destroyed his compass.

His wireless aerial was also broken.

"We were towing the trawl and hardly moving when the attack started," he said, "and the only way to escape was to cut away the trawl and abandon several hundred pounds' worth of gear."

Twenty-five bombs were dropped by a German 'plane at the Aberdeen trawler "Eric Stroud" while she was fishing off the North of Scotland.

None of the bombs struck the vessel. The vessel's decks were machine-gunned, and one deck-hand, George Phimister, had a remarkable escape.

He had just jumped out of his bunk when a bullet pierced the ship's side and entered the bunk where he had been lying.

The skipper of the trawler "Trinity N.B." said that his ship was sunk while fishing in the North Sea on December 18. One man was killed on board, another died later and a third was injured.

The skipper said that two aircraft approached low over the water and sent a burst of machine-gun fire at the bridge. Then they flew off.

An hour and a half later a bomb fell right on the forecastle head. He saw two German 'planes flying low over the ship.

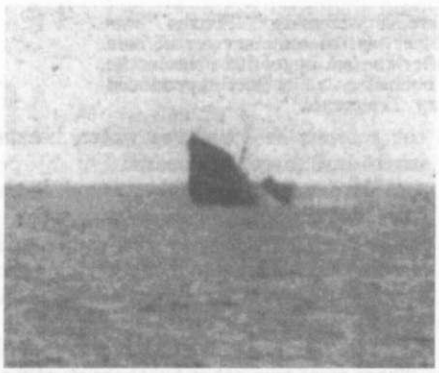
"By the time I got to the galley the second 'plane had come round, and I just escaped a burst of machine-gun fire," the skipper went on.

Germany, glorying in her own barbarism, has made photographic records of the murderous attacks from the air on British trawlers. This photograph, one of a series taken by Nazi airmen, shows a bomb exploding on a trawler in the North Sea. In an attempt to justify the attack the little boat is described as an "outpost ship."

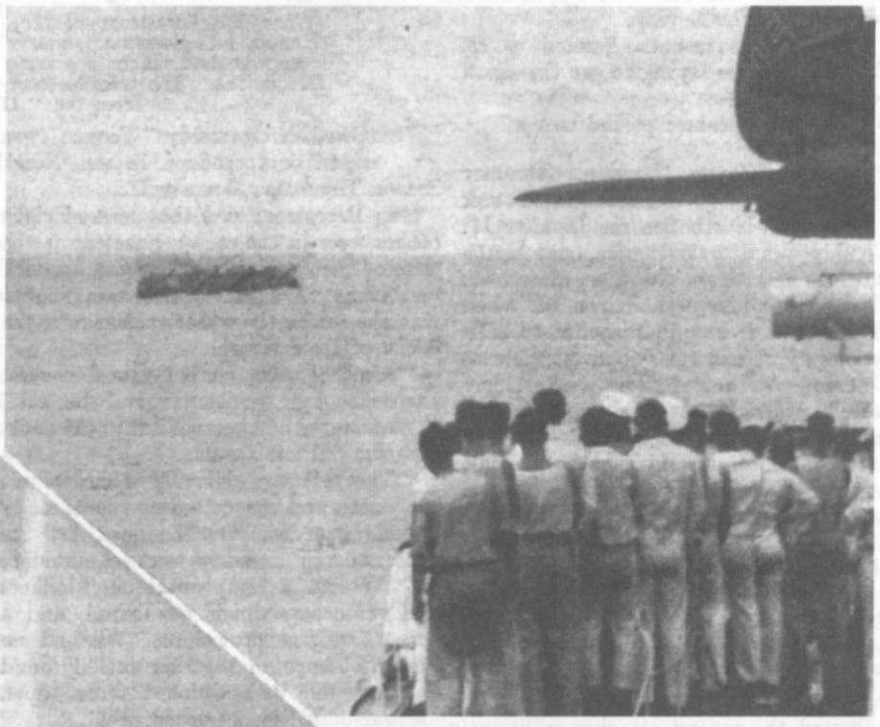
Photo, International Graphic Press

I WAS THERE!

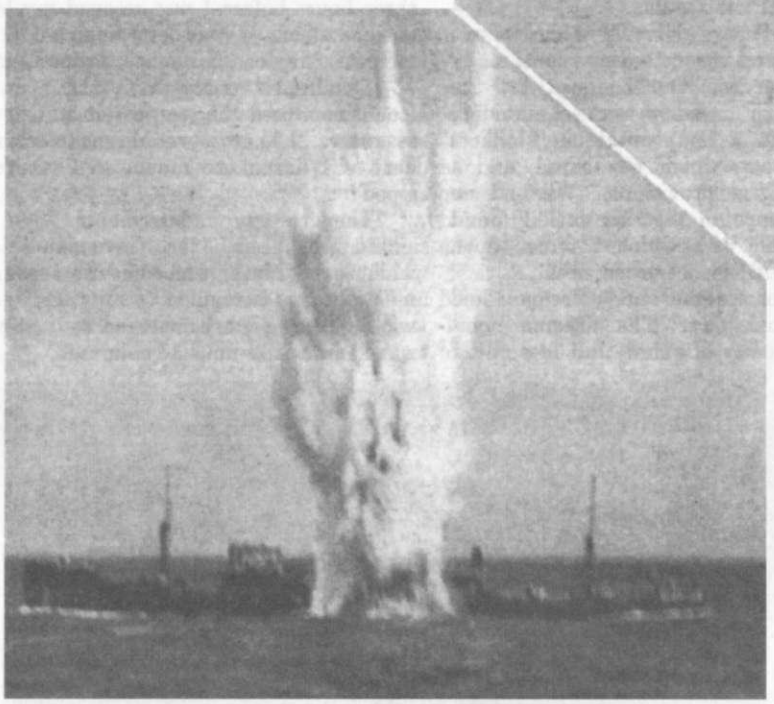
They Were Victims of the Nazi Raider 'Admiral Graf Spee'



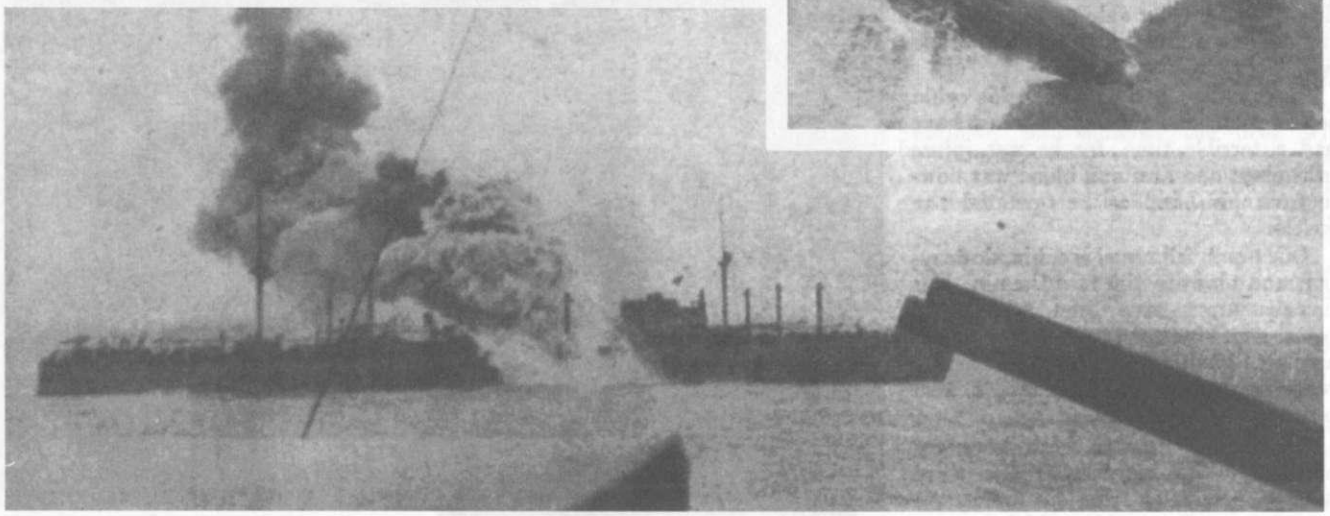
The bow of the "Clement," sunk by the "Graf Spee" on September 30, 1939, is rising out of the sea just before she sank.



These members of the crew of the "Graf Spee" are watching the result of their own ruthless handiwork, the sinking of a merchant ship in the South Atlantic. Part of the tail of one of the Nazi battleship's seaplanes is seen right.



The photograph above was taken at the exact moment at which a torpedo exploded in the side of the "Ashlea," which was captured by the "Graf Spee" on October 7, 1939, and afterwards sunk. Her captain was among the prisoners of war on board the German raider when she was driven into Montevideo harbour.



Right centre is the "Arado," a flying boat carried by the "Graf Spee." She is coming alongside the ship after making a flight in search of new victims for the raider, and the tackle that will hoist her back on deck is in place. Bottom photo, the "Doric Star," which fell a victim to the "Graf Spee" on December 2, is seen from the deck of the raider when she was torpedoed. The unique photographs in this page were taken by a member of the crew of the "Graf Spee" now interned. See pages 526-30, 540-1, 575 and 591, Vol. I, for details of the pocket-battleship's end. *Photos, Planet News*

I WAS THERE!.

Eight of My Mates Died on a Raft

When Stig Bergstrom of the Swedish steamship "Foxen" was landed in England on January 24 he was the sole survivor of nine men who had taken to a raft after the sinking of his ship in the North Sea. The terrible story he had to tell is here reproduced from the "Daily Telegraph."

THE Swedish steamship "Foxen" was mined or torpedoed in the North Sea on Thursday, January 18.

Stig Bergstrom said that he and eight others were in the crew's quarters at the time of the explosion. They ran on deck and clung to a raft which was floated into the sea as the water rushed over the decks of their vessel.

"Another ship circled round several times looking for survivors," he said. "We shouted and waved, but in the darkness she did not see us.

"The raft was only six inches above the water, and the icy sea was continually flowing over us. On the next day the cook and the mess-boy were frozen dead.

"We had a box containing blankets and raincoats, which we shared, and a case of tinned provisions. We had no means of opening the tins until I found a large nail, with which I forced open a four-pound tin of corned beef.

"Another seaman and a fireman died on the next day. The fireman complained bitterly of thirst, and in spite of our protests he drank sea water, became insane and dived overboard.

"My own brother held out until Saturday night. I fell asleep, and when I woke up I saw him in the water. He was raising his left hand and crying to me for help, but I was too weak. All I could do was watch him disappear.

"Two more men died that night. There were two other brothers on the raft and the elder died shortly after the other.

"There were only two of us left, and three hours before I was rescued my last comrade died. I was left alone on the raft with five dead shipmates around me.

"I suffered terribly from thirst and I could not resist the temptation to drink sea water. I knew it would mean certain death if I drank too much, so I merely sipped it.

"Then to my indescribable joy I sighted the 'Leka' [the Norwegian ship which saved him] when she was several miles away. I struggled to my feet, and with a piece of cloth fastened to a pole, waved frantically until I collapsed."

"Then they started bombing again. A bomb hit the bow and appeared to go right through the ship.

"The 'planes machine-gunned us all the time we were trying to get the small boat away.

"A Danish steamer picked us up."

THE 1,700-ton London steamer "Keynes" was bombed and sunk in the North Sea on January 11. The ship was attacked twice, once in the morning and again in the afternoon. The second raider was driven off when British 'planes came in response to calls put out by the wireless operator, Charles Coleman, of London, who was seriously injured. Two others sustained minor injuries.

One of the crew said that in the first attack a number of bombs were dropped but failed to score direct hits. In the afternoon five direct hits were made on the ship.

The "Keynes'" machine-gunner, Samuel Brown—a naval veteran who was on the "Inflexible" at the battle of the Falkland Islands—drove off the first raider with the ship's only gun. He harassed the second attacker sufficiently to allow the wounded wireless operator to send out distress signals under a rain of bullets and bomb fragments.

Brown escaped with nothing worse than a burned neck, caused by an empty cartridge case from his own gun.

"When the first 'plane swooped down on us and started to drop bombs, I grabbed the ship's gun and met the Nazis with a rain of bullets," he said. "I saw several hits, and I think the airmen were rather worried by the fire because none of the bombs hit us, and the 'plane eventually made off.

"Later another 'plane, larger than the first, swooped down on us and released a bomb which hit the deck.

"Several incendiary bombs were also dropped and set our ship on fire. I again fired the gun and had a one-man battle with the 'plane.

"Meanwhile Coleman was in his cabin sending out calls for help. He must have had a terrible time, for he was injured in the chest and arm and blood was flowing from his hand as he operated the wireless.

"One bomb fell near his cabin, destroying it and blowing him into the air. But his calls must have been picked up, because warships and some British 'planes appeared. The German 'plane released its remaining bombs and made off, chased by the British fighters.

"I think our 'planes must have got him because I saw him fall and there was smoke coming from his tail. We were taken off our ship, which was now a mass of flames and sinking fast, by one of the naval vessels."

The dastardly attacks on merchant-ships by machine-gun fire from Nazi bombers is being countered by erecting steel shelters on the bridge for the navigating officers.
Photo, Associated Press

Nazi Savagery Within Sight of Britain's Coast

On January 29 and 30 Nazi aircraft made the most ambitious series of attacks so far attempted on shipping off the British coast, as the official statement ran. Stories of the bombing and machine-gunning of their ships are here told by members of the crews of British and neutral vessels.

BETWEEN 9 a.m. and noon on January 29 raids took place over 400 miles of coast from the mouth of the Tay to the Kentish coast, and shortly after midday a raid also took place in the Shetlands. Nothing in sight escaped the onslaughts of the raiders—more than a dozen British vessels were bombed and machine-gunned, and once again defenceless lightships were attacked.

Two big tankers — the "Athel Monarch" of Liverpool and the "British Officer" of London—had thrilling encounters.

"We were about twenty miles off the East Coast," a member of the crew of the "Athel Monarch" said, "when we saw the bomber swoop low over other vessels about 400 yards off.

"It attacked them venomously and suddenly caught sight of us. It was almost as though her pilot had said, 'Splendid! Here are a couple of tankers placed right in our lap!'

"Diving from 9,000 feet, the 'plane swept over our bows and flashed along just over the funnel. Our gun crew raced to their positions and, when the bomber was spattering the 'British Officer' with bullets, our lads had a go at the 'plane.

"One of our explosive shells landed just under the Nazi's tail and almost turned her over. But the bomber came back, showering us with armour-piercing bullets and then incendiary bullets, obviously aiming at firing our cargo.

"Taking what shelter we could, we saw the bullets ricochetting off the funnel. One went right through the steel deck, through the roof of an apprentice's cabin and destroyed an electric light."

The "British Officer" had a similar ordeal. Her decks bore the marks of intensive machine-gun fire. Armour-piercing bullets penetrated the deck plates, but her crew escaped injury.

Eight men are believed to have lost their lives in the Latvian freighter "Tautmila." Fifteen others and the captain's wife were taken from a lifeboat by a patrol vessel.

At night the "Tautmila" was still afloat but burning, and with her engines shattered by bombs, and on the morning of January 30 she drifted ashore.

A merciless attack was described by Captain Dreisman, whose wife was rescued with him.

When asked how she felt, Mrs. Dreisman shrugged her shoulders and said, "All right, but wet."

"My wife has been at sea with me for six years," Captain Dreisman said, "and she stood up to the bombing and everything just as I would have expected her to. . . .

"The 'plane gave no warning at all, though its pilot must have seen Latvian flags painted on the ship's sides.

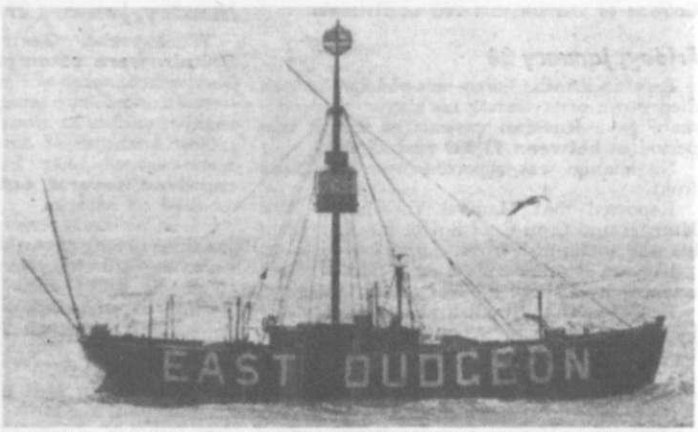
"We zigzagged, but the bombs fell in the engine-room and steam gushed out everywhere. Then she was on fire.

"The crew were lowering two boats, but with the first swing out a bomb fell almost on top of it, killing some men and throwing others into the sea.

"Bombs were still falling as we got the second boat out, and I pushed my wife into it first. The cook stopped to slip on some clothing and a bomb fell right on top of him."

A raider dropped ten bombs close to the 4,867-ton freighter "Otterpool," and then flew low and raked the deck with machine-gun bullets, wounding the two gunners. The master of the ship, Captain Prince, lay on his back and fired at the bomber as it swooped over the deck.

Radio listeners on the East Coast heard the S O S from the East Dudgeon lightship. A lifeboat put out, but found nobody on board and the lightship's boats missing.



The aeroplanes in the map left, mark the direction of the Nazi air assaults on January 29 and 30. Among the victims was the East Dudgeon lightship stationed off Wells, in Norfolk. When the Nazi 'planes appeared its crew took to their boat, but only one reached safety. *Photo, John Topham*

The Latvian steamer "Tautmila" was the worst damaged of all the ships attacked by the Nazis in their raids of January 29 and 30. Ten bombs were dropped on the vessel, and seven men were believed to have been killed. The captain's wife and the remaining fifteen of the crew managed to reach the shore. After her crew had left, the "Tautmila" was stranded on the East Coast, as shown in this photograph. *Photo, Central Press*

The sole survivor of the crew of eight, John Sanders, of Great Yarmouth, was washed ashore on January 30. He said that when an aeroplane flew over the Light vessel, "We were not alarmed, because on previous occasions German pilots had waved to us and left us alone. But on this occasion the bomber dived suddenly and sprayed the deck with machine-gun bullets and later dropped nine bombs, the last of which hit our ship.

"We took to a small boat . . . At 2.30 a.m. we heard the breakers on the shore . . . When we got near to the shore the boat capsized and we were all thrown into the water."

On the following day (January 30) widespread raids again took place.

About twenty 'planes were believed to have taken part in these "mosquito" raids. In spite of unfavourable weather conditions, fighters intercepted them at many points, and a bomber was shot down off the Northumbrian coast. A British airman said, "I saw one Heinkel dive into the sea and break up."

OUR DIARY OF THE WAR

Thursday, January 25, 1940

Russian offensive north-east of Lake Ladoga **still held by Finns** after five days and nights of fighting.

Enemy also attacked in north at Maerkaejaervi and in Petsamo district, but were beaten back.

Soviet 'planes sank Finnish steamer "Notung" by bombing, and machine-gunned crew when they took to lifeboats. Latter reached port safely.

Air Ministry announced that R.A.F. machine had failed to return from a reconnaissance flight over north-west Germany.

Paris announced that a **U-boat** had been **sunk by French patrol ships;** also that the German freighter "Albert Janus" was scuttled to avoid capture.

French vessel sunk by U-boat off coast of Portugal.

Two Norwegian steamers sunk: "Biarritz," by mine off Ymuiden harbour; and "Gudveig," by U-boat without warning.

Crew of mined Swedish vessel "Gothia" rescued from uninhabited island off west coast of Scotland.

Lord Tweedsmuir announced that Canadian parliament would be dissolved and a General Election held.

British delegation, headed by Sir Walter Citrine, and sent to Finland by National Council of Labour, arrived at Helsinki

Friday, January 26

Russian attacks north-east of Lake Ladoga died down after lasting six days. One estimate gave **Russian casualties** during this period as **between 13,000 and 15,000.**

No change was reported from the Salla front.

Reported that Marshal Voroshilov, War Minister and C.-in-C. of Soviet forces, was on his way to Finnish front.

Latvian steamer "Everine" sunk without warning by U-boat off Northumbrian coast.

Reported that Swedish steamer "Sonja" had been sunk in Atlantic, probably by U-boat, on January 22.

Four survivors of mined Norwegian steamer "Manx" were landed at Bergen.

German Ambassador in Rome protested against recent Vatican broadcasts on German persecution in Poland.

Saturday, January 27

Stated that Russian attacks north of Lake Ladoga were only means open to them to avoid encirclement.

Finnish communiqué announced that **Russian submarine** had been **sunk** in Finnish minefield.

After five days' debate South African House of Assembly rejected General Hertzog's peace motion by 81 votes to 59.

American cargo steamer "City of Flint," which on October 9 had been captured by the "Deutschland" and taken to Murmansk, arrived home at Baltimore.

Twelve French deputies arrived in England to observe British war effort and to confer on war co-operation with members of the Anglo-French Parliamentary Committee.

Mr. Churchill addressed a meeting in the Free Trade Hall, Manchester.

Sunday, January 28

Paris announced that patrol units had been out for first time for several days.

Fighting continued north of Lake Ladoga, but Russian attacks were on smaller scale.

Stated that **on Salla front Soviet forces** were **beleaguered** within their fortified lines and were awaiting reinforcements.

Reported that Finnish steamer "Onto" was sunk by a mine on January 23, and that Swedish steamer "Sylvia" was overdue and must be considered lost.

It was revealed that Britain had experienced, during month of January, **coldest spell since 1894.** At Buxton 33 degrees of frost were recorded. London's reservoirs were covered with 12 inches of ice. Thames froze over at Kingston and for 8 miles between Teddington and Sunbury. Sea froze at many points on coast.

THE POETS & THE WAR

XVII

SEA-CEREMENTS

By Ivor Brown

Life out of water leaping, 'twas the plan
Of Genesis. But now unruly Man
Turns, in his bloody surge of murdering wrath,
The quick, clean ocean to a winding-cloth
For sepulture of murdered innocence.
Those of least menace have the least defence.
None, none is spared. The fisher, trader, all
Who sail the seas in peace have sea for pall.

—*The Observer*

Monday, January 29

Widespread German air raids on Britain were attempted, extending from Shetlands to coast of Kent. At least 13 ships were attacked, two being lightships. Fighters engaged raiders at many points.

New outburst of fierce fighting reported north-east of Lake Ladoga, where **Finns captured several enemy positions** and repulsed all attacks.

Soviet air raids renewed over Finland, ten localities being attacked, including coast towns on Gulf of Bothnia. At Hangoe about 50 people killed and 200 injured; at Turku, 28 killed and 46 injured.

Soviet airmen dropped bombs on Red Cross hospital in Karelian Isthmus, killing 23 persons.

Reported that four neutral vessels had been sunk without warning by U-boats: Danish ships "England" and "Fredensborg"; and Norwegian steamers "Faro" and "Hosanger."

Official report of Polish Government estimated that about 18,000 Polish leaders, drawn from all classes, had been put to death in German-occupied Poland.

Rome stated that Germany had released Italian aeroplanes ordered by Finland before outbreak of hostilities and detained in the Reich during transit.

M. Daladier broadcast to the French nation.

Chief of German navy proclaimed Friesian Islands as "military security districts" for duration of war. All inhabitants were evacuated.

Tuesday, January 30

Helsinki claimed that Finnish fighters and anti-aircraft batteries had brought down 21 of the 200 Russian bombers which raided Finland on Monday.

New Finnish offensive launched north of Kuhmo, Central Finland, Russian 54th Division being attacked with marked success.

Further Nazi air raids made on shipping off east coast of Britain. Heinkel bomber, approaching Northumbrian coast, shot down by R.A.F. fighters. Another, approaching Firth of Forth, was disabled.

Several ships attacked in Great Yarmouth roadstead, and three in Firth of Tay. R.A.F. machines active all along East Coast, but were handicapped by poor visibility.

Paris reported marked activity of contact units west of the Saar. In same region artillery was in action most of day.

Unknown British steamer lost with all hands off Scottish coast.

British steamers "Giralda" and "Highwave" sunk by Nazi bombers.

British steamer "Eston" presumed lost in North Sea.

War Office issued first list of Army casualties, comprising 758 names.

Wednesday, January 31

Admiralty announced that **naval ships and aircraft destroyed U-boat** which attacked a convoy on Tuesday and sank the British tanker "Vaclite."

Finns reported several successes in new battle at Kuhmo, Central Finland.

They also claimed that five more enemy aeroplanes had been brought down.

At least 150 bombs were dropped on Rovaniemi by Russian 'planes.

Paris reported patrol activity on the Western Front.

Announced that British steamer "Stanburn" had been sunk by bombing on Monday.

Mr. Chamberlain made a speech on the rising might of Britain.

THE GREAT PROTECTOR

Field-Marshal Goering has confiscated all property in Poland "in order to safeguard it."

From the cartoon by E. H. Shepard. By permission of the Proprietors of "Punch."